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IMPERIAL MARITIME CUSTOMS.

II.—SPECIAL SERIES: No. 5.

NOTICES TO MARINERS,
1862-82.

3110

FIRST ISSUE.



PUBLISHED BY ORDER OF
The Inspector General of Customs.

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SHANGHAI:
STATISTICAL DEPARTMENT
OF THE
INSPECTORATE GENERAL.
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Chinese Version of Notices to Mariners (*B* Series).

THE present volume—"Notices to Mariners," *First Issue*—contains the notices which have been published by the Customs authorities in China during the 21 years 1862–82, inclusive.

The notices for the first 10 years of the above period (1862–71) have been designated the *A* Series, and are numbered consecutively from 1 to 78. These are not accompanied by a Chinese version. At the beginning of 1872 the form of notice now in use was instituted. The new series which was then commenced is called in the present volume the *B* Series, and thus far comprises the notices—159 in all, not including one notice published in April 1872 without a serial number—issued in the 11 years 1872–82, inclusive. The *B* notices are accompanied by a Chinese version.

INSPECTORATE GENERAL OF CUSTOMS,

STATISTICAL DEPARTMENT,

SHANGHAI, 1st *January* 1883.

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NOTICES TO MARINERS.

A. No. 1.

NOTICE is herewith given that the Red Buoy, No. 8, at Woosung, has been run over and sunk. It will be replaced as soon as possible.

J. M. HOCKLY,
Harbour Master.

HARBOUR MASTER'S OFFICE,
SHANGHAI, 7th July 1862.

A. No. 2.

NOTICE is hereby given that the Red Buoy, No. 8, at Woosung, has been replaced. It is now moored off the end of spit in 20 feet low water.

Vessels should not on any account pass inside this buoy, and on passing it, should be guarded against the flood tide setting strong on the spit.

J. M. HOCKLY,
Harbour Master.

HARBOUR MASTER'S OFFICE,
SHANGHAI, 22nd July 1862.

A. No. 3.

NOTICE is hereby given that a tide pole has been erected at Woosung, a few yards above the French Coal Godowns.

The water on the Inner Bar, from this date, will be shown from daylight until dark by a large *blue* flag, with *white* figures, being hoisted on a signal staff 100 feet high.

In clear weather this flag will be seen by ships bound up before crossing the Outer Bar.

Three beacons are being constructed on the banks of the small creek (below the Middle Ground), to be used as leading marks across the Inner Bar, in lieu of that indistinct mark, the Clumps of Trees, to be cut down.

J. M. HOCKLY,
Harbour Master.

HARBOUR MASTER'S OFFICE,
SHANGHAI, 8th December 1862.

A. No. 4.*

NOTICE is hereby given that a tide pole has been erected at Woosung, a few yards above the French Coal Godowns.

The water on the Inner Bar, from this date, will be shown from daylight until dark by signal being hoisted on a flagstaff 100 feet high; the code of signals can be obtained at this office.

In clear weather these signals will be seen by ships bound up before crossing the Outer Bar.

Three beacons are being constructed on the banks of the small creek (below the Middle Ground), to be used as leading marks across the Inner Bar, in lieu of that indistinct mark, the Clumps of Trees, to be cut down.

J. M. HOCKLY,
Harbour Master.

HARBOUR MASTER'S OFFICE,
SHANGHAI, 5th January 1863.

* Hydrographical Notice No. 4.

A. No. 5.*

DIRECTIONS FOR CROSSING THE INNER BAR AT WOOSUNG.

THREE beacons having been constructed on the east side of the Woosung River, are as follows:—Eastern Beacon, 60 feet high, painted *red*, surmounted by a *red* cross; North and South Beacons, 40 feet high, painted *black* and *white*, surmounted by a *black* ball.

To cross in the deepest water, bring the high beacon (*red*), open, to the southward of the South Beacon, N. 83° E. (magnetic), which at dead low water spring tides will give 12 feet.

* Hydrographical Notice No. 5.

With a strong flood tide, a ship ought to alter course when the high and North Beacons are in line, S. 74° E. (magnetic), or even before, and on no account get the North and South beacons in one, as they lead over an 8 feet patch, where a junk is said to have gone down. This shoal patch is marked by a spar buoy with a *red* flag. When over the bar, approach the shore to about half or three-quarters of a cable, then alter course as requisite, keeping the east bank of the river the whole distance as far up as Black Point.

A good mark for outward bound vessels is the flagstaff on with the S.E. corner of the Reporters' House, on which a *black* line is painted.

Tides.—At spring tides off the Middle Ground, the stream runs with a velocity of 4 knots, both ebb and flood, and 2 [knots at] neaps.

Ships going up with the last of the flood are obliged to anchor below the shipping and remain till the ebb stream makes down, which does not take place till 1 hour 45 minutes after high water by the shore; the flood makes sooner, being only one hour after the water has ceased [falling].

N.B.—The bar boats will be discontinued from this date. The code of signals, showing the water on the bar, can be obtained at this office.

J. M. HOCKLY,
Harbour Master.

HARBOUR MASTER'S OFFICE,
SHANGHAI, 2nd February 1863.

A. No. 6.

NOTICE is hereby given that the Red Buoy, No. 8, at Woosung, has been run over and damaged; it will be replaced as soon as possible.

J. M. HOCKLY,
Harbour Master.

HARBOUR MASTER'S OFFICE,
SHANGHAI, 11th February 1863.

A. No. 7.

NOTICE is hereby given that the Red Buoy, No. 8, at Woosung, has been replaced as near as possible to its former position in 18 feet low water spring tides.

J. M. HOCKLY,
Harbour Master.

HARBOUR MASTER'S OFFICE,
SHANGHAI, 23rd February 1863.

A. No. 8.

NOTICE is hereby given that a nun buoy, painted *red*, has been placed on the northern edge of the Centaur Bank. The Great Bush bears from this buoy S.S.E. (magnetic).

J. M. HOCKLY,
Harbur Master.

HARBOUR MASTER'S OFFICE,
SHANGHAI, 3rd March 1863.

A. No. 9.*

NOTICE is hereby given that a new light-vessel is moored at the entrance of the outer Yangtze, in the same position as the former vessel. A *fixed* light will be shown from sunset to daylight, and can be seen in clear weather about 12 miles.

In thick weather a *flash* light will also be shown every hour.

J. M. HOCKLY,
Harbour Master.

HARBOUR MASTER'S OFFICE,
SHANGHAI, 12th March 1863.

* Hydrographical Notice No. 6.

A. No. 10.*

NOTICE is hereby given that a light-vessel is moored on Langshan Crossing, Upper Yangtze, in 5 fathoms low water spring tides, on the following bearings (magnetic):—

Langshan Pagoda	N. by E.
Fushan Fort	W. $\frac{1}{4}$ S.
Fushan House and Tree	W. by S.
Lower end of Muirhead Hills on with Flat Tree	S.W. by S.
Upper end of Muirhead Hills	S.W. $\frac{1}{2}$ W.
Plover Point	S.E. by E. $\frac{1}{2}$ E.

This vessel is painted *red*, with two masts and balls; will show a *fixed* light from sunset to daylight, and can be passed on either side.

When a vessel is observed running into danger, a gun is fired to attract attention, and the signal, by Marryat's code, of the course that should be steered is then exhibited.

J. M. HOCKLY,

Harbour Master.

HARBOUR MASTER'S OFFICE,

SHANGHAI, 12th March 1863.

* Hydrographical Notice No. 7.

A. No. 11.*

NOTICE is hereby given that the light-vessel on the Langshan Crossing has been shifted further to the northward. She is now moored in 4 fathoms low water spring tides, with the following bearings (magnetic):—

Langshan Pagoda	N.N.E. $\frac{3}{4}$ E.
Fushan Fort	S.W. $\frac{1}{4}$ W.
White House	S.S.W. $\frac{3}{4}$ W.
North Tree	N. by W.
Red Buoy	S.E.
Flat Tree	S. $\frac{1}{4}$ E.

HARBOUR MASTER'S OFFICE,

SHANGHAI, 23rd April 1863.

* Hydrographical Notice No. 8.

A. No. 12.*

NOTICE is hereby given that a junk is moored as near as practicable to the wreck of *Ocean Mail*, on the following bearings (magnetic):—

Centre of Blockhouse, E. with Blockhouse Island.

Bush Island, N.W.

Battery on south side, W. by N., in a line with the village of Woosung.

Lone Tree, W.S.W., distant $2\frac{1}{2}$ miles.

The junk is painted a bright *red*, with the word "WRECK" in large conspicuous letters on either side. A light is shown from sunset till daylight, and a *red* flag, with "WRECK" on it, hoisted during the day.

Vessels should not pass to the northward of the junk.

H. SHUTTLEWORTH,

Deputy Harbour Master.

HARBOUR MASTER'S OFFICE,

SHANGHAI, 15th August 1863.

* Hydrographical Notice No. 10.

A. No. 13.

NOTICE is hereby given that a buoy (painted *green*) is moored half a cable south of the wreck of *Ocean Mail*, on the following bearings (magnetic):—

Lone Tree W.S.W.

Bush Island N.W.

Battery Point on south bank in a line with the Pagoda at }
Woosung village } W. by N.

Vessels are cautioned not to pass to the northward of this buoy.

J. M. HOCKLY,

Harbour Master.

HARBOUR MASTER'S OFFICE,

SHANGHAI, 8th October 1863.

A. No. 14.*

NOTICE is hereby given that a buoy (painted *green*) is moored on the Actæon Shoal, near the wreck of *Kate*, on the following bearings (magnetic):—

Centaur Buoy	N.W. by W. $\frac{3}{4}$ W.
Plover Point	W. by N. $\frac{3}{4}$ N.
Great Bush	S.S.W. $\frac{3}{4}$ W.
Fork Tree	S. by E. $\frac{1}{2}$ E.

The above buoy is in 2 fathoms (low water spring tides), and vessels are cautioned not to approach it within 1 cable's distance.

J. M. HOCKLY,
Harbour Master.

HARBOUR MASTER'S OFFICE,
SHANGHAI, 12th October 1863.

* Hydrographical Notice No. 12.

A. No. 15.*

THE position of the under-mentioned buoys on the Langshan Crossing (Upper Yangtze) are made known for general information:—

1.—Buoy on Actæon Shoal, near the wreck of *Kate* (steamer), painted *red*, in $2\frac{3}{4}$ fathoms. Centaur Buoy bears N.W. by W. $\frac{3}{4}$ W.

2.—Buoy on north edge of Centaur Shoal, painted *black*, in $3\frac{1}{4}$ fathoms.

3.—Buoy on S.E. spit of North Bank, painted *red*, in 3 fathoms.

Lightship	N.W. $\frac{3}{4}$ N.
Flat Tree	S.W. $\frac{1}{4}$ S.
Plover Point	E. by S. $\frac{3}{4}$ S.

The above bearings are magnetic, at low water spring tides.

J. M. HOCKLY,
Harbour Master.

HARBOUR MASTER'S OFFICE,
SHANGHAI, 13th July 1864.

* Hydrographical Notice No. 13.

A. No. 16.*

NOTICE is hereby given that a junk is moored as near as practicable to the wreck of *Hellespont*, on the following bearings (magnetic):—

Blockhouse Island	E. $\frac{1}{2}$ N.
Kiutoan Beacon	S.E. $\frac{1}{2}$ E.
Bush Island (centre)	N.W. $\frac{1}{2}$ N.

The junk is painted *bright red*; a *fixed white* light is shown from sunset till daylight, and a *red* flag with "WRECK" on it hoisted during the day.

Vessels can pass on either side of this junk.

J. M. HOCKLY,

Harbour Master.

HARBOUR MASTER'S OFFICE,

SHANGHAI, 17th October 1864.

* Hydrographical Notice No. 14.

A. No. 17.*

NOTICE is hereby given that a buoy, painted *black*, is moored on the northern edge of Southey's Knoll (Langshan Crossing), on the following bearings (magnetic):—

Lightship	N. by E.
White House	S.W. by W.
Flat Tree	S. by E. $\frac{1}{4}$ E.

The above buoy is in $3\frac{1}{4}$ fathoms (low water).

J. M. HOCKLY,

Harbour Master.

HARBOUR MASTER'S OFFICE,

SHANGHAI, 11th November 1864.

* Hydrographical Notice No. 15.

A. No. 18.*

ON and after the 5th day of December 1864, a *fixed white* light, placed at an elevation of 70 feet above the mean level of the sea, will be exhibited from the Kiutoan Beacon, on the south bank of the Yangtze-kiang. It should be visible in clear weather at a distance of 5 or 6 miles.

The same building will display a *red* light, at an elevation of 30 feet above the mean level of the sea. This light is intended to keep vessels clear of the dangerous spit that has formed off the beacon, and it will not be visible from a ship's deck 15 feet above the sea until she is in 18 feet (low water spring tides).

The beacon is painted *red* and *white* chequered, and is surmounted by a bright brass ball.

J. M. HOCKLY,
Harbour Master.

HARBOUR MASTER'S OFFICE,
SHANGHAI, 3rd December 1864.

* Hydrographical Notice No. 16.

A. No. 19.*

NOTICE is hereby given that a screw-pile beacon has been placed in 6 feet water (low water spring tides), on the north-east part of the Centaur Bank (Upper Yangtze).

The above beacon is painted *black* with a basket top, and is 12 feet above high water; it has the following bearings (magnetic):—

Langshan Pagoda	N.W. by N.
Kate Buoy	E. by S. $\frac{3}{4}$ S.
Centaur Buoy	N.W. by W. $\frac{3}{4}$ W.
Plover Point	W. by N. $\frac{1}{4}$ N.

J. M. HOCKLY,
Harbour Master.

HARBOUR MASTER'S OFFICE,
SHANGHAI, 11th July 1865.

* Hydrographical Notice No. 17.

A. No. 20.*

NOTICE is hereby given that the Red Buoy, No. 8, at Woosung, has been run over and sunk. It will be replaced as soon as possible.

J. M. HOCKLY,
Harbour Master.

HARBOUR MASTER'S OFFICE,
SHANGHAI, 29th December 1865.

* Hydrographical Notice No. 18.

A. No. 21.*

NOTICE is hereby given that the Red Buoy, No. 8, at Woosung, has been replaced as near as possible to its former position in 18 feet, low water spring tides.

J. M. HOCKLY,
Harbour Master.

HARBOUR MASTER'S OFFICE,
SHANGHAI, 17th January 1866.

* Hydrographical Notice No. 19.

A. No. 22.*

NOTICE is hereby given that the light-vessel on the Langshan Crossing has been shifted about half a mile to the eastward; she is now moored in 28 feet (low water spring tides), with the following bearings (magnetic):—

White House on with "Big Tree," "Single Tree"	} S.W. $\frac{3}{4}$ S.
open on the left	
Southey's Knoll Buoy	S. by W. $\frac{1}{2}$ W. (westerly).
Flat Tree	S. $\frac{3}{4}$ E.
North Bank Buoy	S.E. by S.
Plover Point	S.E. by E. $\frac{1}{4}$ E.
Langshan Pagoda	N.N.E. $\frac{1}{2}$ E.

J. M. HOCKLY,
Harbour Master.

HARBOUR MASTER'S OFFICE,
SHANGHAI, 31st May 1866.

* Hydrographical Notice No. 21.

A. No. 23.*

THE following sailing directions and instructions for entering the Liao River have been prepared by Commander TOWNSEND, U.S.S. *Wachusett*, and are published for general information. The chart which, after a careful survey, has been drawn by direction of the same officer will shortly be lithographed and issued to the public, who cannot fail to appreciate the great benefit conferred by Commander TOWNSEND and the officers of the *Wachusett* upon all persons interested in the trade of the port of Newchwang.

G. H. FITZ-ROY,

Acting Inspector General, Chinese Maritime Customs.

OFFICE OF MARITIME CUSTOMS,

SHANGHAI, 1st August 1866.

NEWCHWANG.

SAILING DIRECTIONS AND INSTRUCTIONS FOR ENTERING THE LIAU RIVER.

Buoys.

Two buoys, furnished by the Imperial Maritime Customs, have been securely moored upon the bar by the *Wachusett*. They are substantial iron nun buoys of 6 feet transverse diameter, and are surmounted by rectangular flags of sheet iron. The outer or entrance buoy is in 3 fathoms water at low tide. Its upper cone is painted *black* and *white* in vertical stripes, as is its flag; its lower cone is painted *red*.

The inner or upper buoy is in 2 fathoms water, and, including its flag, is wholly painted *black*. It bears N.E. by E. $\frac{3}{8}$ E., distant $2\frac{3}{4}$ miles from the entrance buoy. In the autumn, before the ice forms, spar buoys will be substituted for the iron buoys. The latter will be replaced in the spring.

The entrance buoy is distinctly visible to the naked eye 3 or 4 miles distant, and ships will find good anchorage a couple of cables' lengths to the westward of it, on any bearing from it between N.N.W. and S. by W.

Crossing the Bar.

When entering, at slack water of the flood, pass the Entrance Buoy about 100 yards distant on your starboard hand. Steer N.E. by E. $\frac{3}{4}$ E., passing the upper buoy at 300 yards

* Shanghai Customs Notification No. 42.

distant on your port hand, and stand on until you have brought the latter buoy to bear W.S.W. $\frac{1}{2}$ W., about 9 cables' lengths (1,800 yards) distant. Thence a N.E. course for about 1 mile will bring you to the Deep Hole (between the fishing stakes), where you will find good and secure anchorage in $6\frac{1}{2}$ fathoms.

On the bar the flood tide sets about N. by E.; the ebb tide about S. by W., with velocities varying from 2 to 4 knots. The intelligent shipmaster, with this knowledge, will be able to steer so as to make good the courses above given. When on the bar, to avoid the Middle Ground do not bring the upper buoy to bear to the northward of N.E. $\frac{1}{2}$ N.; and to avoid the dangerous spit on the western bank, do not bring the upper buoy to the eastward of E.N.E. When above the upper buoy, to avoid another projection from the western bank, do not bring that buoy to bear to the southward of S.W. by W. $\frac{1}{2}$ W. until your distance from it exceeds $1\frac{1}{4}$ miles. The western bank is quite steep-to; the eastern bank shoals more gradually.

Spring tides occur about two days after full and change. At times, 4 fathoms can be carried over the bar. Occasionally, the rise is only 5 feet; the ordinary rise is about 11 feet. The morning tides are least to be depended on, as the rise is then comparatively small. There is usually a fall of from 1 to 2 feet before the ebb current sets out on the surface, and a corresponding rise before the flood current sets in. Amid such irregular tidal variations the judicious shipmaster will have recourse to a pilot.

Up the River.

From the Deep Hole, the English Admiralty chart of the Liau River and a careful use of the lead will enable you to reach Yingtzū. Feel your way along the eastern bank until you reach the Flagstaff Beacon, then strike across towards the point on the western shore, and—still guided by the lead—follow that shore around the bund until you are well above the eastern point, when you can stand for the anchorage off the town.

Competent pilots will be found cruising off the bar, frequently as far to the southward as the Bittern Shoal.

True copy.

A. MACPHERSON,

Commissioner of Customs.

A. No. 24.*

NEWCHWANG.

MASTERS and owners of Foreign vessels trading to the above port are hereby informed that copies of the chart and sailing instructions recently prepared by the late Commander TOWNSEND, of the U.S. corvette *Wachusett*, for the guidance of vessels entering the Liau River, may be obtained on application to the Acting Harbour Master of Shanghai.

G. H. FITZ-ROY,

Commissioner of Customs.

OFFICE OF MARITIME CUSTOMS,

SHANGHAI, 14th September 1866.

* Shanghai Customs Notification No. 43.

A. No. 25.*

THE undersigned, having urged upon the Chinese authorities the necessity which has long existed for the improvement of the navigation of the entrance to the Yangtze River by the erection of a lighthouse on some spot to be hereafter designated, requests the captains of steam and sailing vessels, and others interested, to do him the favour to communicate to him, *in writing*, their opinion as to the most desirable situation for the proposed light; also, whether a light-vessel moored outside that now placed on the Tungsha Bank would be more beneficial to the Foreign shipping trading to and from this port than a stationary light erected on one of the numerous islands off the mouth of the river, and their reasons justifying their decision,—as he has hopes that the Tsungli Yamên will authorise the expenditure from the Tonnage Dues of a reasonable sum for the necessary work.

G. H. FITZ-ROY,

Commissioner of Customs.

OFFICE OF MARITIME CUSTOMS,

SHANGHAI, 20th September 1866.* Shanghai Customs Notification No. 44.

A. No. 26.*

YINGTZŪ LIGHTSHIP (NEWCHWANG).

At the request of Mr. MACPHERSON, Commissioner of Customs, the following particulars relating to the position of the new lightship at the entrance to the Liao River are notified for general information.

The barque *West Wind*, 369 tons, will be painted *red*, has been anchored in soft clayey mud, least depth 34 feet, two baskets at masthead, foreyard across, mizen topmast ready for signals, in the following bearings:—

Tower Hill	S.S.E. full Easterly.
Ruined Tower	S.E. by E.
Entrance Buoy	N.E. by E. $\frac{1}{2}$ E.

From her deck-house are distinctly visible the inner buoys—the one with the naked eye, the other by glass. The light should be visible in moderately clear weather a distance of 8 miles. It was first lighted on the 22nd ultimo.

G. H. FITZ-ROY,

Commissioner of Customs.

SHANGHAI, 7th May 1867.

* Shanghai Customs Notification No. 53.

A. No. 27.

YINGTZŪ LIGHTSHIP (NEWCHWANG).

THE following are the latest particulars, communicated by the Commissioner of Customs at the above port, relating to the position of the new lightship at the entrance to the Liao River.

The barque *West Wind*, 369 tons, will be painted *red*, has been anchored in soft clayey mud, least depth 34 feet, two baskets at masthead, foreyard across, mizen topmast ready for signals, about 4 miles outside the bar; bearings,—

Entrance Buoy	N. 63° E.
Tower Hill	S. 24° E.
Ruined Tower	S. 55° E.

From her deck-house are distinctly visible the inner buoys—the one with the naked eye, the other by glass. The light should be visible in moderately clear weather a distance of 8 miles. It was first lighted on the 22nd ultimo.

G. H. FITZ-ROY,

Commissioner of Customs.

OFFICE OF MARITIME CUSTOMS,

SHANGHAI, 20th May 1867.

A. No. 28.

By order of the Inspector General of Maritime Customs, notice is hereby given to ship-masters that three buoys have been moored in the channel which crosses the bar at the mouth of the Peiho.

The outer one is a *red* buoy with a beacon; it is on the edge of the north bank, at the entrance to the channel. Vessels entering the port should keep this buoy on their starboard side.

The half-way buoy is a *black* one with a flag; its position is about half-way across the bar, and it is moored on the south side of the channel. Vessels entering the port should therefore keep this buoy on their port side.

The inner buoy is painted *red* and *black* in stripes, but has neither beacon nor flag. It is moored at the end of the North Spit, and should be kept on the starboard side by vessels entering the port.

THOMAS DICK,

Commissioner of Customs.

OFFICE OF MARITIME CUSTOMS,

TIENTSIN, 1st June 1867.

A. No. 29.*

MASTERS of vessels entering the port of Ningpo are hereby notified that the stone beacon on the Tiger's Tail Reef, off Pasyew Island, has been destroyed by the late gale.

JAS. K. LEONARD,
Commissioner of Customs.

NINGPO, 31st August 1867.

* Customs Notification.

A. No. 30.*

NOTICE is hereby given that the screw-pile beacon, placed on the N.W. part of the Centaur Shoal (Upper Yangtze), has been removed for repairs, and that a buoy has been moored near the same spot, with the following bearings (magnetic):—

Plover Point—extreme	W. by N.
Seven Poles	S.W. by W. $\frac{1}{2}$ W.
Great Bush	S. by E. $\frac{1}{2}$ E.
Actæon Buoy	S.E. by E.
Langshan Pagoda	N.W. by N.

The buoy is painted *black*, and moored in 14 feet of water (low water spring tides).

S. A. VIGUIER,
Acting Harbour Master.

HARBOUR MASTER'S OFFICE,
SHANGHAI, 25th September 1867.

* Hydrographical Notice No. 1 of 1867.

A. No. 31.**NOTICE TO SHIPMASTERS BOUND TO NEWCHWANG.**

CAPTAIN SUTHERLAND, of the s.s. *Miaca*, reports "the existence of a dangerous rock laying about S.S.W., 3 to 4 cables, from the east point of the deep bay on the south side of Murchison Island, on which the sea broke heavily at low water and quite smooth over it at half tide.

"This danger is in the best anchorage to south of Murchison Island, as recommended in 'China Pilot,' p. 346; and had I been going in at high water in a gale from the north, as I did at low water, I feel certain I would have struck upon it."

I would therefore advise great caution in approaching this anchorage until such time as the spot has been thoroughly surveyed.

W. ALGERNON WRIGHT,

Acting Harbour Master.

OFFICE OF MARITIME CUSTOMS,

HARBOUR MASTER'S DEPARTMENT,

YINGTZŪ, NEWCHWANG, 22nd October 1867.

A. No. 32.

TAITAN LIGHT, AMOY.

THE lighthouse on the island of Taitan, off Amoy, having been piratically attacked on the 30th ultimo, and the lighting apparatus carried off or destroyed, notice is hereby given that no light is now exhibited at the lighthouse in question.

A. F. GARDNER,

Harbour Master, Amoy.

AMOY, 1st November 1867.

A. No. 33.

TAITAN LIGHT, AMOY.

NOTICE is hereby given that the light on Taitan Island has been replaced, and from this date will be shown from sunset to sunrise as heretofore.

A. F. GARDNER,

Harbour Master, Amoy.

AMOY, 14th November 1867.

A. No. 34.

A PYRAMID-SHAPED beacon, 40 feet high, consisting of three poles with a triangular facing painted *white*, and looking towards the bar, has been erected at this port as a leading mark in crossing the bar.

The following are the directions to be observed in crossing, prepared by ALBERT J. N. NEVILLE, Esquire, master, H.M.S. *Cormorant*.

H. KOPSCH,

Acting Commissioner.

OFFICE OF MARITIME CUSTOMS,

TAMSUI, 29th November 1867.

TAMSUI HARBOUR.

THE beacon proposed by Captain BROOKER, of H.M. surveying-ship *Sylvia*, has been erected close to the southward of the Fish Hut, and when in line with the Red Fort, bearing E. $\frac{1}{2}$ S., forms the leading mark for entering Tamsui Harbour in the deepest channel.

The beacon appears well placed for steamers, but sailing vessels in the north-east monsoon should haul up for the north shore before bringing the mark on, else some difficulty may be experienced by them in weathering the sandspit extending from the south shore. The beacon appears admirably placed for vessels entering in the south-west monsoon, being very conspicuous and easily distinguished.

ALBERT J. N. NEVILLE,

Master, H.M.S. "Cormorant."

A. No. 35.*

KELUNG HARBOUR (FORMOSA).

By order of H.E. the Superintendent of Customs, notice is hereby given to shipmasters that two beacons have been erected at the port of Kelung, to facilitate making the entrance of that harbour.

1.—The beacon on Image Point is a wooden tower-shaped structure, 40 feet high, and painted *white*.

2.—The other beacon is erected on the extreme west end of Bush or Tong Fonesse Islands, and consists of a round cage, mounted on a single spar, 40 feet high, and painted *black*.

The beacon may be seen in the hazy weather peculiar to Northern Formosa about 2 miles off.

H. KOPSCH,

Acting Commissioner of Customs.

OFFICE OF MARITIME CUSTOMS,

TAMSUI, 11th March 1868.

* Customs Notification.

A. No. 36.*

NOTICE is hereby given that the wreck of the British ship *Mary Francis*, when last seen, was in a position dangerous to vessels entering or leaving the Yangtze-kiang.

The bearings were as follows:—

Lightship		N. $\frac{1}{2}$ W. (magnetic),
Gutzlaff		S.E. by S. (magnetic),

distant about 12 miles; on the south bank, in 12 feet, low water.

, J. M. HOCKLY,

Harbour Master.

SHANGHAI, 24th March 1868.

* Hydrographic Notice No. 1 of 1868.

A. No. 37.*

DURING the temporary removal of the lightship on the Langshan Crossing, for repairs, the Ningpo boat *Mandarin* will be moored in the same position, and show the usual lights.

J. M. HOCKLY,
Harbour Master.

HARBOUR MASTER'S OFFICE,
SHANGHAI, 31st March 1868.

* Hydrographical Notice No. 2 of 1868.

A. No. 38.*

NOTICE is hereby given that a screw-pile beacon has been placed on the Blockhouse Shoal, 5½ feet water (low water spring tides), on the following bearings (magnetic):—

Kiutoan	S. ¼ E.
Upper end of Grass Island	N. by W.
Lower „ „	N. by E. ¾ E.

The above beacon is painted *red*, with a basket top; is 15 feet above high water, and distant from Kiutoan Beacon about 2 miles.

Vessels are cautioned not to pass within a ship's length of this beacon.

J. M. HOCKLY,
Harbour Master.

SHANGHAI, 13th May 1868.

* Hydrographic Notice No. 3 of 1868.

A. No. 39.*

ON and after the 18th day of July 1868, the lightship moored at the entrance of the Yangtze-kiang will exhibit, between the hours of sunset and sunrise, a *red* revolving light at intervals of *twenty seconds*. The light is 38 feet above the level of the sea, and is visible 12 miles from a ship's deck of 16 feet elevation.

The light-vessel is painted *red*, has one mast surmounted with a ball.

A gun is fired from her to attract attention, when a ship is observed running into danger; and the signal, by Marryat's code, of the course that should be steered is then exhibited.

* Hydrographic Notice No. 4 of 1868.

In thick or foggy weather the fog bell (worked by clockwork) is set going, striking every *sixteen seconds*, and can be heard in calm weather at a distance of 2 miles.

J. M. HOCKLY,
Harbour Master.

HARBOUR MASTER'S OFFICE,
SHANGHAI, 14th July 1868.

A. No. 40.*

THE positions of the under-mentioned buoys on the Langshan Crossing (Upper Yangtze) are made known for general information:—

1.—Buoy on Actæon Shoal, painted *red*, in $5\frac{1}{2}$ fathoms.

Extreme of Plover Point	W. by N. $\frac{1}{2}$ N.
Great Bush	S.W. by S.
Centaur Buoy	N.W. by W.

2.—Buoy on north edge of Centaur Shoal, painted *black*, in 2 fathoms.

Langshan Pagoda	N.N.W. $\frac{3}{4}$ W.
Extreme Plover Point	W. $\frac{1}{2}$ N.
Great Bush	S. by E.
Actæon Buoy	N.W. by W.

3.—Buoy on North Bank, painted *red*, in $6\frac{1}{2}$ fathoms.

Langshan Pagoda	N. by E. $\frac{1}{2}$ E.
Lightship	N.N.W. $\frac{1}{2}$ W.
White House	W. $\frac{1}{2}$ N.
Flat Tree	S.W.

4.—Buoy on Waterman Bank, painted *black*, in 2 fathoms (shifted from Southey's Knoll).

Vine Point Beacon	N. $\frac{1}{2}$ E.
Langshan Pagoda	N.E. $\frac{1}{2}$ E.
Lightship	S. by E. $\frac{1}{2}$ E.
Flat Tree	S. $\frac{1}{2}$ E.
White House	S. by W. $\frac{1}{2}$ W.

The above bearings are magnetic, soundings taken at low water spring tides.

T. B. RENNELL,
Harbour Master.

HARBOUR MASTER'S OFFICE,
MARINE DEPARTMENT,
SHANGHAI, 6th August 1868.

* Hydrographical Notice No. 5 of 1868.

A. No. 41.*

THE junk at the *Hellespont* wreck having blown ashore in the late gale, it has been found impossible to get her off. Notice is hereby given that the vessel will be discontinued, and, instead, a beacon is in course of construction to mark the Blockhouse Shoal and the wreck of the *Hellespont*.

T. B. RENNELL,
Harbour Master.

HARBOUR MASTER'S OFFICE,
SHANGHAI, 10th August 1868.

* Hydrographical Notice No. 6 of 1868.

A. No. 42.

PORT OF AMOY.

THE buoys marking the dangers in the harbour of Amoy have been painted according to the rule in use by the British Admiralty and Trinity Board, viz., to mark the starboard side of channels entering by *black* or *red* buoys only; the port side of channels entering by *black* or *red* buoys chequered, or vertically striped with *white*; and middle grounds by horizontally striped buoys.

Kellett Spit, north end, formerly marked by a striped buoy, is now marked by a *red* buoy.

Coker Rocks, formerly marked by a *red* buoy, are now marked by a vertically striped *red* and *white* buoy. This buoy has been placed about 20 fathoms to the E.S.E. of the shoalest patch, in order to guard vessels against ledges of rock with 15 feet water found to exist in that direction, and it may be passed close-to on the port hand when entering the harbour. The shoalest patch or pinnacle of the Coker Rocks has a floating beacon on it until further notice.

New Rock, in north part of harbour, and Brown's Rock are marked by horizontally striped buoys.

In case any of these buoys are lost or moved, the position will as soon as possible be marked by a flag-boat or floating beacon.

JAMES JONES,
Clerk in Charge.

OFFICE OF MARITIME CUSTOMS,
AMOY, 13th August 1868.

A. No. 43.*

THE Blockhouse Spit Beacon having been injured by being run into, notice is hereby given that a buoy will be placed on the same position until the beacon is replaced, or until further notice.

T. B. RENNELL,
Harbour Master.

HARBOUR MASTER'S OFFICE,
SHANGHAI, 7th October 1868.

* Hydrographical Notice No. 7 of 1868.

A. No. 44.*

ON and after Saturday the 10th instant, the new flash-light of the fifth order, holophotal, will be shown from the Kiutoan Lighthouse, situated on the south bank of the Yangtze, about midway between Woosung and the lightship at the entrance of the river.

Vessels coming up or going down the river, when to the south-eastward of the light-house, are informed that the flash-light will not be seen to the westward of N.W. $\frac{3}{4}$ W. Vessels approaching the south bank to the south and west of this bearing will lose the flash, which is the warning that they are getting into shoal water.

T. B. RENNELL,
Harbour Master.

HARBOUR MASTER'S OFFICE,
SHANGHAI, 7th October 1868.

* Hydrographical Notice No. 8.

A. No. 45.*

ON the 20th instant a light of the sixth order and of two colours will be shown from the small beacon situated on the south bank of the Yangtze, 5 miles to the north-west of Kiutoan Lighthouse. The light will show *red* from the tower N. by E. $\frac{1}{2}$ E. to E. by S. $\frac{1}{2}$ S., and will show *white* from E. by S. $\frac{1}{2}$ S. to the south bank of the river. The *red* will show the danger limits of the Blockhouse Shoal.

T. B. RENNELL,
Harbour Master.

HARBOUR MASTER'S OFFICE,
SHANGHAI, 19th December 1868.

* Hydrographic Notice No. 8 of 1868.

A. No. 46.*

THE screw-pile beacon has been replaced on the Blockhouse Shoal. Its bearings are:—

Kiutoan Lighthouse S. by W.

Small Beacon W. by N. $\frac{1}{4}$ N.

The height of the upper part of the basket is 14 feet above high-water mark. The beacon is in 6 feet at low water ordinary spring tides.

T. B. RENNELL,
Harbour Master.

HARBOUR MASTER'S OFFICE,
SHANGHAI, 22nd December 1868.

* Hydrographical Notice No. 9 of 1868.

A. No. 47.*

ON and after the 8th instant, a rocket will be fired from the *Tungsha* Lightship on each occasion when the lantern is lowered to be trimmed. The trimming usually occupies 15 minutes; and the rocket will be fired about 7 minutes after the lantern is lowered.

Should the light be extinguished or obscured by severe frost or by accident, a *blue* light and a rocket will be burned alternately every half hour, and a turpentine *flash* light every *fifteen minutes*.

T. B. RENNELL,
Harbour Master.

HARBOUR MASTER'S OFFICE,
SHANGHAI, 7th January 1869.

* Hydrographical Notice No. 1 of 1869.

A. No. 48.*

A LENS lamp, showing a bright *white* light, is now shown at night from the lightship *Hero* at the Langshan Crossing.

A Ningpo vessel has been moored at the wrecked junks on the south bank of the river, at the entrance to Woosung, and shows a bright lens light over a plain *red* light.

* Hydrographical Notice No. 2 of 1869.

A *red* light is shown from the gaff of the Harbour Master's hulk *Ngapuhi* from dark until daylight.

T. B. RENNELL,

Harbour Master.

HARBOUR MASTER'S OFFICE,

SHANGHAI, 10th February 1869.

A. No. 49.*

FROM the 10th of April no rockets will be shown from the *Tungsha* Lightship, to denote the lamp being trimmed, until the return of frosty weather.

T. B. RENNELL,

Harbour Master.

HARBOUR MASTER'S OFFICE,

SHANGHAI, 29th March 1869.

* Hydrographical Notice No. 3 of 1869.

A. No. 50.*

IT being necessary to remove the lightship *Hero* from Langshan Crossing, the house-boat *Heron* will take the station until the new lightship is ready. The *Heron* will show the same light as the *Hero* has hitherto shown, and from sunrise to sunset fly the flag of this office at the main.

T. B. RENNELL,

Harbour Master.

HARBOUR MASTER'S OFFICE,

SHANGHAI, 15th April 1869.

* Hydrographical Notice No. 4 of 1869.

A. No. 51.*

THE cruiser *Kate* has been anchored in 3 fathoms, on the south side of the spit at the upper end of Gravener Island, and will display a *bright* light from sunset to sunrise until further notice.

J. H. MAY,

Tidesurveyor and Acting Harbour Master.

OFFICE OF CUSTOMS,

HANKOW, 5th May 1869.

* Customs Notification.

A. No. 52.*

NOTICE is hereby given that on and after 9th August there will be placed on Seaouyew Spit a large iron buoy, painted *red*; bearings as follows:—

Tiger Island	S.W.
Square Island	N.E. by N.
Chung Point	In line with Tiger Island.
Sesostris Buoy	S. by E.

Depth at low water, $2\frac{1}{4}$ fathoms.

W. C. LAW,

Harbour Master, etc.

HARBOUR MASTER'S OFFICE,

NINGPO, 4th August 1869.

* Notice to Mariners.

A. No. 53.*

A BOAT, showing a *white* light at night, has been moored at the wreck of the sunken lorcha *Kindongchang*, bearing from the Kiutoan Lighthouse N.W. by N. $\frac{1}{2}$ N., distant 3 miles.

T. B. RENNELL,

Harbour Master.

HARBOUR MASTER'S OFFICE,

SHANGHAI, 12th August 1869.

* Hydrographical Notice No. 5 of 1869.

A. No. 54.*

WHEREAS some fishermen or others having taken away the spars from the wreck of the sunken lorcha *Kindongchang*, leaving nothing to endanger shipping, the light-vessel from this department has been withdrawn.

T. B. RENNELL,

Harbour Master.

HARBOUR MASTER'S OFFICE,

SHANGHAI, 14th August 1869.

* Hydrographical Notice No. 6 of 1869.

A. No. 55.*

A BUOY, painted *red*, has been placed on the outer end of the Seaouyew Shoal, and bears as follows:—

N.W. point of Tayew Island N. 71° 30' E.

S.W. point of Seaouyew Island S. 60° E.

Pasyew (Tiger) Island Lighthouse S. 37° 30' W.

Look-out Hill S. 31° 30' E.

Depth at low water spring tides, 16 feet.

By request of the Commissioner of Customs, Ningpo,

L. G. VASSALLO,

Commanding I.M.C. Str. "Kwa-hsing."

NINGPO, 1st September 1869.

* Notice to Mariners.

A. No. 56.*

CHEFOO.

A JOSS-POLE beacon having been placed on the Kungtungtau Spit, the same is made known for the guidance of commanders approaching Chefoo Harbour.

* Hydrographical Notice.

The above beacon stands 35 feet high, with a basket 12 feet from the top, and is visible 5 miles. Ships in rounding it should not approach within 100 yards, where $4\frac{1}{2}$ fathoms water will be found.

By order,

T. B. RENNELL,

Harbour Master.

SHANGHAI, 27th September 1869.

A. No. 57.*

A THIRD order *fixed white* light, 270 feet in height, illuminating the entire horizon, and visible in clear weather 20 miles, will be shown from Gutzlaff Lighthouse on the 1st November 1869.

T. B. RENNELL,

Harbour Master.

HARBOUR MASTER'S OFFICE,

SHANGHAI, 30th October 1869.

* Hydrographical Notice No. 7 of 1869.

A. No. 58.*

THE following communication concerning the lightship and buoys at Newchwang has been received from the Harbour Master at that port :—

“The lightship stationed at the entrance of the Liao River may possibly be compelled to leave her station before the end of this month (October).

“The iron buoys at the entrance of the Liao River cannot be depended upon for being in their position after the 1st November, but they will be kept in position as late as possible, and spar buoys substituted on their removal.”

T. B. RENNELL,

Harbour Master.

HARBOUR MASTER'S OFFICE,

SHANGHAI, 2nd November 1869.

* Hydrographical Notice No. 8 of 1869.

A. No. 59.*

A THIRD order *fixed white* light, 270 feet in height, illuminating the entire horizon, and visible in clear weather 20 miles, will be shown from Gutzlaff Lighthouse on the 1st November 1869.

When it is desired to attract attention of passing vessels, a gun or guns will be fired and signals made. During fogs, should a steamer or sailing vessel pass close to the island, and the former blow her whistle, or the latter ring her bell, blow fog horn, or make any noise that can be heard on the island, a gun or guns will be fired from the station, to denote the vicinity of the land.

T. B. RENNELL,

Harbour Master.

SHANGHAI, 10th November 1869.

* Hydrographic Notice No. 7 of 1869.

A. No. 60.*

THE iron buoy on Seaouyew Spit, at the entrance to this port, having disappeared in the late gales, notice is hereby given that for the present the spit is marked by a spar buoy, the bearings of which are the same as those of the former buoy.

D. JANSEN,

Acting Harbour Master.

HARBOUR MASTER'S OFFICE,

NINGPO, 7th December 1869.

* Notice to Mariners.

A. No. 61.*

THE spar buoy on Seaouyew Spit, at the entrance to this port, is now removed, and replaced by an iron buoy, painted *red*, the bearings of which are the same as those previously notified.

H. BAKE,

Tidesurveyor and Harbour Master.

HARBOUR MASTER'S OFFICE,

NINGPO, 28th December 1869.

* Notice to Mariners.

A. No. 62.*

NOTICE is hereby given that the Blockhouse Beacon has been run over and sunk; it will be replaced as soon as possible.

S. A. VIGUIER,

Divisional Inspector and Harbour Master.

HARBOUR MASTER'S OFFICE,

SHANGHAI, 2nd July 1870.

* Hydrographic Notice No. 1 of 1870.

A. No. 63.*

CHINA COAST LIGHTS.

The following lights, etc., are in course of construction, erection, or alteration, on the coast of China:—

Name of Light.	Position.	Order.	Nature.	Feet above High Water.	Miles visible.	Height of Tower.	Construction of Tower.	Probable Date of Exhibition.	REMARKS.
North Saddle...	N.E. extreme of North Saddle Island.	1st	White, revolving every minute.	265	23	25	Brick	30th Sept. 1870	In course of construction. Light obscured between S. 71° W. and S. 52° E.
Shaweishan.....	Shaweishan Island	1st	White, fixed ...	225	22	25	Iron	Jan. 1871	In course of construction.
Shantung	Shantung Promontory	1st	"	250	23	50	Brick	" 1872.	
White Dogs	Middle Dog Island.....	1st	White, fixed, with $\frac{1}{2}$ -minute flashes.	233	22	45	"	" 1872	Light obscured from N. 67° W. to N. 88° W., and from S. 39° W. to S. 86° W.
Turnabout.....	Turnabout Island.....	1st	White, fixed ...	240	22	30	"	" 1872.	
Chapel.....	Chapel Island.....	1st	"	230	22	45	"	" 1871	In course of construction.
Lamocks.....	High Lamock Island...	1st	"	315	25	100	Iron	" 1872.	
Chihseu	Chihseu Island (Amoy)	4th	Red, fixed	80	12	30	Brick	June 1872	When completed, light on Taitan Island to be abolished.
Woosung.....	Woosung.....	4th	"	50	12	40	"	March 1872	This light shows <i>white</i> down the entrance of the Hwangpoo River.
Square Island...	Square Island (Ningpo)	4th	White, fixed ...	186	12	...	...	" 1872	These lights are to replace those existing in same localities.
Tiger Island	Tiger Island (Ningpo)	6th	Red, fixed	153	6	...	...	" 1872	
Tungsha.....	Lightship. Tungsha Banks, Yangtze.	4th	Red, revolving every 20 seconds.	40	11	...	...	Dec. 1870	This light to be changed on the 1st December 1870 to <i>white</i> revolving.
Newchwang	Lightship. Entrance of River Liau.	4th	White, fixed ...	40	11	...	...	March 1871	This light is only shown between 1st of April and 1st of November.
Langshan	Lightship. Langshan Crossing, Yangtze.	6th	"	35	6	...	...	Jan. 1871.	
Little Kiutoan..	Yangtze	...	...	...	...	...	...	...	To be extinguished when new Woosung light is exhibited.

N.B.—The new Lightships *Tungsha* and *Newchwang* will have one mast, and carry an 8-feet ball above their lanterns.

Ten new harbour lights will be erected forthwith in the Kiukiang district of the Yangtze, of the position of which due notice will be given.

C. S. FORBES,

Marine Commissioner.

MARINE COMMISSIONER'S OFFICE,

SHANGHAI, 1st August 1870.

* Notice to Mariners.

A. No. 64.***ENTRANCE OF THE YANGTZE.**

NOTICE is hereby given that an iron screw-pile beacon has been erected on the western part of the Blockhouse Shoal.

Bearings (magnetic) :—

Kiutoan Lighthouse	S.W. by S. $\frac{1}{2}$ S.
Little Kiutoan	W. by N. $\frac{1}{2}$ N.
Grass Island	N. $\frac{1}{2}$ W.

The beacon is of pyramidal shape, surmounted by a ball, painted *black*, is in 4 feet water, and the centre of the ball is 20 feet above high-water mark spring tides, visible 9 miles.

S. A. VIGUIER,

Divisional Inspector and Harbour Master.

HARBOUR MASTER'S OFFICE,

SHANGHAI, 19th October 1870.

* Hydrographic Notice No. 2 of 1870.

A. No. 65.***"TUNGSHA" LIGHTSHIP.**

IN accordance with the Marine Commissioner's Notice to Mariners of the 1st of August 1870, the *Tungsha* Lightship will from this date exhibit a *white* light, revolving every *forty seconds*.

The light is 40 feet above water, and visible 11 miles, in clear weather.

When necessary to lower the lights for trimming, a small *white* masthead light will be exhibited, together with a flash-light.

S. A. VIGUIER,

Divisional Inspector and Harbour Master.

HARBOUR MASTER'S OFFICE,

SHANGHAI, 1st December 1870.

* Hydrographic Notice No. 3 of 1870.

A. No. 66.*

NORTH SADDLE LIGHTHOUSE.

FROM this date a first-order revolving light, eclipsing every minute, will be exhibited on the northern extremity of North Saddle Island.

Bearings:—Gutzlaff S. $86\frac{1}{2}^{\circ}$ W.
Barren Island S. 71° E.

The lower half of the tower is painted *white*, and the upper *black*; the cupola of the lantern is *white*; the height of the focal plane is 273 feet above high-water mark; the range of light, $23\frac{1}{2}$ miles.

The North Saddle Light is limited towards the east by the False Saddle, bearing S. 52° E.; towards the west by Elliott Islands, bearing S. 73° W.

The light was first exhibited on the 1st of November 1870.

S. A. VIGUIER,

Divisional Inspector and Harbour Master.

HARBOUR MASTER'S OFFICE,

SHANGHAI, 1st December 1870.

* Hydrographic Notice No. 4 of 1870.

A. No. 67.*

TELEGRAPH CABLE.

NOTICE is hereby given that two boards have been erected below the "Inner Marks" to indicate the position of the Great Northern Telegraph cable, where it will cross the river.

The cable will lie in a line N.E. by N. and S.W. by S., midway between the two marks.

Vessels are requested not to anchor or dredge their anchors between these two marks, and, in case of fouling the cable, to report the same to the Harbour Master's Department at Woosung, and not attempt to purchase the anchor, as by so doing the cable might be seriously injured.

S. A. VIGUIER,

Divisional Inspector and Harbour Master.

HARBOUR MASTER'S OFFICE,

SHANGHAI, 19th January 1871.

* Hydrographic Notice No. 1 of 1871.

A. No. 68.*

LANGSHAN CROSSING AND CONFUCIUS CHANNEL, UPPER YANGTZE.

NOTICE is hereby given that on or about the 10th of March the *Langshan* Lightship and buoys will be removed to the proper position to mark the Fairway Channel, as determined by the survey of Captain H. C. BLAKE and officers of U.S.S. *Alaska*.

"LANGSHAN" LIGHTSHIP

Will be moored in the fairway, in 7 fathoms water. Bearings:—

Langshan Pagoda	N. 24° E.
Fushan Fort	S. 62° W.
Flat Tree	S. 6° W.
Plover Point (extreme end)	S. 57° E.

WATERMAN'S BUOY, BLACK,

Will be moored on the eastern point of the shoal. Bearings:—

Langshan Pagoda	N. 40° E.
Lightship (new position)	S. 20° E.
Fushan Fort	S. 49° W.

NORTH BANK BUOY, RED,

Will be moored on the S.W. point of the bank. Bearings:—

Lightship (new position)	N. 17° W.
Fushan Fort	N. 84° W.
Flat Tree	S. 36° W.
Plover Point	S. 69° E.

The Confucius Channel will be marked by fairway buoy, *black* and *white* stripes.

The *red* buoy to the westward of Actæon Shoal will be painted *black* and *white*, and remain in its present position as a fairway buoy.

CENTAUR BUOY, BLACK,

Will be moored on the eastern edge of the bank. Bearings:—

Fairway Buoy, in line with Fork Tree	S. 20° E.
Plover Point	N. 84° W.
Great Bush	S. 16° W.

* Hydrographic Notice No. 2 of 1871.

ACTÆON BUOY, RED,

Will be moored on the S.W. end of the shoal. Bearings:—

Fork Tree	S. 6° E.
Great Bush	S. 62° W.
Fairway Buoy	N. 52° W.

S. A. VIGUIER,

Divisional Inspector and Harbour Master.

HARBOUR MASTER'S OFFICE,

SHANGHAI, 1st March 1871.

A. No. 69.*

“LANGSHAN” LIGHT-VESSEL.

NOTICE is hereby given that from this date a *fixed white* light, 36 feet above water, visible 8 miles in clear weather, will be exhibited on board the light-vessel anchored on the Langshan Crossing (Upper Yangtze).

S. A. VIGUIER,

Divisional Inspector and Harbour Master.

HARBOUR MASTER'S OFFICE,

SHANGHAI, 1st April 1871.

* Hydrographic Notice No. 3 of 1871.

A. No. 70.*

“TUNGSHA” LIGHT-VESSEL.

NOTICE is hereby given that on the 15th instant a new light-vessel was moored on the south-western part of the Tungsha Bank, at the entrance of the Yangtze, in $3\frac{1}{2}$ fathoms of water.

The following bearings are magnetic:—

Gutzlaff Lighthouse	S. 18° E.
Shaweishan Island	N. 37° E.
Kiutoan Lighthouse	N. 63° W.

The light exhibited is a *white* revolving one, with flashes at intervals of *half minutes*.

The light is 40 feet above the sea, and visible 11 miles in clear weather.

The light-vessel is painted *red*, with the word “TUNGSHA” on each side, and has one mast surmounted by a 6 feet *black* ball. When necessary to lower the lantern for trimming, a *white* ship's light will be hoisted and a *blue* light burned. A gun will be fired when vessels

* Hydrographic Notice No. 4 of 1871.

are observed running into danger, and the course that should be steered will be signalled in Marryat's code of signals.

In foggy weather a steam fog horn will be sounded at intervals of *half a minute*.

S. A. VIGUIER,

Divisional Inspector and Harbour Master.

HARBOUR MASTER'S OFFICE,

SHANGHAI, 24th April 1871.

A. No. 71.*

SHOALS OFF TURTLE ROCK.

THE following letter from Rear-Admiral JOHN RODGERS, Commander-in-Chief of U.S. Asiatic Fleet, is published for general information:—

“U.S.S. *Colorado*,

“WOOSUNG, CHINA, 21st April 1871.

“SIR,

“LIEUTENANT ROCKWELL, commanding the U.S.S. *Palos*, reports that on his recent passage from Hongkong to this port he found, in latitude $22^{\circ} 46' N.$, longitude $116^{\circ} 3' 40'' E.$, a number of soft lumps off Turtle Rock, near Cupchi Point, with 2 fathoms of water on them.

“The bearings (magnetic) from the outer lump were found as follows:—Cupchi Point N. $\frac{3}{4}$ E., 3.15 miles; the hill marked on the chart 726 feet N.W. $\frac{3}{4}$ W., 7.15 miles.

“As these lumps are in position where, by the charts, vessels may safely go, warning is hereby given that those drawing more than twelve feet (12) of water should give a berth of at least (4) four miles to Turtle Rock.

“Very respectfully,

“Your obedient Servant,

“JOHN RODGERS,

“Rear-Admiral, Commander-in-Chief of Asiatic Fleet.

“To

“G. F. SEWARD, ESQUIRE,

“U.S. Consul-General, Shanghai, China.”

S. A. VIGUIER,

Divisional Inspector and Harbour Master.

HARBOUR MASTER'S OFFICE,

SHANGHAI, 28th April 1871.

* Hydrographic Notice No. 5 of 1871.

A. No. 72.*

WOOSUNG BAR.

NOTICE is hereby given that, to mark the channel over the Woosung Bar, two *red* buoys have been moored in 13 feet water on the northern edge of the shoal extending to the W.N.W. of Gough's Island.

Caution.—These buoys are to be left about 200 feet on the starboard hand by vessels bound in, and must not be brought to bear northward of the line between them.

In consequence of the alteration in the depth of water on the bar, it is necessary to add two signals to the published code. A ball under the 24-feet signal will show 25 feet water, and two balls under the 13-feet signal will mark 26 feet.

S. A. VIGUIER,

Divisional Inspector and Harbour Master.

HARBOUR MASTER'S OFFICE,

SHANGHAI, 2nd May 1871.

* Hydrographic Notice No. 6 of 1871.

A. No. 73.*

ENTRANCE OF THE HWANGPOO.

NOTICE is hereby given that on the 1st June next the *red* buoy outside Woosung will be shifted about $2\frac{1}{2}$ cables W. by S. of its present position to a spot on the edge of the shoal extending to the eastward of Paoshun Point, in 18 feet water.

Vessels entering the Hwangpoo must, to avoid the south bank, leave this buoy on the starboard side, about a cable distant, and steer for the Woosung Lighthouse.

S. A. VIGUIER,

Divisional Inspector and Harbour Master.

HARBOUR MASTER'S OFFICE,

SHANGHAI, 6th May 1871.

* Hydrographic Notice No. 7 of 1871.

A. No. 74.*

WOOSUNG LIGHTHOUSE (YANGTZE).

THE undersigned is directed by the Commissioner of Customs to publish the following report from the Chief Coast Lights' Engineer:—

“On or about the 1st of June the light to lead through the channel from the Yangtze River to the Woosung or Hwangpoo River will be strengthened. The position of the light is unaltered. The centre of the navigable channel bears magnetic N. $63\frac{1}{2}^{\circ}$ E. from the light.

“DAVID M. HENDERSON,

“Chief Coast Lights' Engineer.”

S. A. VIGUIER,

Divisional Inspector and Harbour Master.

HARBOUR MASTER'S OFFICE,

SHANGHAI, 29th May 1871.

* Notice to Mariners No. 8 of 1871.

A. No. 75.*

SHAWEISHAN LIGHTHOUSE (ENTRANCE OF YANGTZE).

THE undersigned is directed by the Commissioner of Customs to publish the following report from the Chief Coast Lights' Engineer:—

“On or about the 1st of July the Shaweishan Island Light will be lighted. The apparatus is of the first order, showing a *fixed white* light all round the horizon. The light has its centre 229 feet above high water, and in clear weather it will be visible 22 nautical miles. The lighthouse is 55 feet in height from base to vane. The tower is painted *black* and the lightkeepers' dwellings *white*.

“DAVID M. HENDERSON,

“Chief Coast Lights' Engineer.”

S. A. VIGUIER,

Divisional Inspector and Harbour Master.

HARBOUR MASTER'S OFFICE,

SHANGHAI, 1st June 1871.

* Notice to Mariners No. 9 of 1871.

A. No. 76.*

SHAWEISHAN LIGHTHOUSE (ENTRANCE OF YANGTZE).

The undersigned is directed by the Commissioner of Customs to publish the following report from the Chief Coast Lights' Engineer.

ALBERT CROAD,

Acting Harbour Master.

HARBOUR MASTER'S OFFICE,

SHANGHAI, 11th July 1871.

"On the 1st of July the Shaweishan Island Light, latitude N. $31^{\circ} 24' 30''$, longitude E. $122^{\circ} 14' 15''$, was duly exhibited. The apparatus is a catadioptric one of the first order, showing a *fixed white* light all round the horizon. The light has its centre 229 feet above high water, and in clear weather it will be visible 22 nautical miles. The tower, which is 55 feet in height from base to vane, is painted *black*, whilst the lightkeepers' dwellings are painted *white*.

"DAVID M. HENDERSON,

"Chief Coast Lights' Engineer."

"LIGHTHOUSE ENGINEERS' OFFICE,

"SHANGHAI, 10th July 1871."

* Notice to Mariners No. 10 of 1871.

A. No. 77.*

CHAPEL ISLAND LIGHTHOUSE.

ON the 15th November the Chapel Island Light was lighted. The apparatus is dioptric of the first order, showing, all round the horizon, a *fixed white* light varied by flashes at intervals of *half a minute*. The centre of the light is 227 feet above high water, and in clear weather it will be visible 22 nautical miles. The lighthouse is 63 feet in height from base to vane. The tower is painted *black*, with the exception of the parapet and window facings, which are of granite, unpainted. The lightkeeper's dwelling and surrounding wall

* Notice to Mariners.

are painted *white*. The lighthouse is situated in latitude $24^{\circ} 10' 18''$ N., and longitude $118^{\circ} 13' 30''$ E.

Note.—Masters of vessels passing near the island when bound into Amoy are requested to note any signals that may be made to them from the island, to render assistance if necessary and possible, and to report the circumstances to the Commissioner of Customs on their arrival at Amoy.

A. M. BISBEE,

Divisional Inspector.

CUSTOMS, AMOY,

HARBOUR MASTER'S OFFICE,

16th November 1871.

A. No. 78.*

LANGSHAN CROSSING, YANGTZE.

UNTIL further notice, vessels are advised to pass to the eastward of the *Langshan* Light-vessel, as the Waterman or Middle Bank is now rapidly extending to the eastward.

WOOSUNG BAR.

On the 1st January next the two *red* buoys now placed to mark the channel over the Woosung Bar will be removed.

DAVID M. HENDERSON,

Engineer-in-Chief.

ENGINEERS' OFFICE, CUSTOM HOUSE,

SHANGHAI, 11th December 1871.

* Notice to Mariners No. 11 of 1871.

B. No. 1.

YANGTZE RIVER.

LANGSHAN CROSSING.

THE *Langshan* Light-vessel will shortly be moved to the eastward of her present position, on account of the making out of the Waterman or Middle Bank. Vessels are advised to pass to the eastward of, but close to, the light-vessel.

ACTÆON SHOAL.

The *red* buoy moored on the south-western end of the Actæon Shoal has disappeared. This buoy will be replaced as soon as possible.

DAVID M. HENDERSON,

Engineer-in-Chief.

ENGINEERS' OFFICE, CUSTOM HOUSE,

SHANGHAI, 3rd January 1872.

B. No. 2.

YANGTZE RIVER.

A JUNK has been sunk in the Yangtze, in 6 fathoms of water, and its mast projects about 20 feet above high water. The following bearings are taken from the wreck:—

Kiutoan Lighthouse		S. $22\frac{1}{2}^{\circ}$ E.
Kiutoan Small Beacon		N. $78\frac{3}{4}^{\circ}$ W.
Blockhouse Iron Beacon		S. $67\frac{1}{2}^{\circ}$ E.

DAVID M. HENDERSON,

Engineer-in-Chief.

ENGINEERS' OFFICE, CUSTOM HOUSE,

SHANGHAI, 6th January 1872.

B. No. 3.

YANGTZE RIVER.

THE mast of the junk recently sunk in the Yangtze between the Kiutoan Lighthouse and Kiutoan Small Beacon, and referred to in Notice to Mariners No. 2 of this year, has been removed.

DAVID M. HENDERSON,

Engineer-in-Chief.

ENGINEERS' OFFICE, CUSTOM HOUSE,

SHANGHAI, 17th January 1872.

B. No. 4.

YANGTZE RIVER.

LANGSHAN CROSSING.

THE *Langshan* Light-vessel has been moved to the eastward about 3 cables' lengths, on account of the making out of the Waterman or Middle Bank.

The following bearings are magnetic :—

Langshan Pagoda	N. 21° E.
Fushan Fort	S. 63½° W.
Flat Tree	S. 8½° W.
Late position	N. 75° W.

ACTÆON SHOAL.

A *red* nun buoy has been placed on the south-western end of the Actæon Shoal, to replace the one recently lost.

The following bearings are magnetic :—

Fork Tree	S. 6° E.
Great Bush	S. 65° W.
Buoy in <i>black</i> and <i>white</i> vertical stripes	N. 52° W.

The buoy in *black* and *white* vertical stripes, intended for a fairway buoy, should now be kept on the port hand in ascending the river, as the Centaur Bank has made out to the north-east.

DAVID M. HENDERSON,

Engineer-in-Chief.

ENGINEERS' OFFICE, CUSTOM HOUSE,

SHANGHAI, 24th January 1872.

B. No. 5.

CHINA SEA.

CAPTAIN WILLIAMS, of the P.M.S.S. *Costa Rica*, reports having passed, on the 18th January, a vessel sunk in about 15 fathoms of water, 14 miles due east of the Amherst Rocks, and showing two masts about 10 feet above water. One mast was heel up.

DAVID M. HENDERSON,

Engineer-in-Chief.

ENGINEERS' OFFICE, CUSTOM HOUSE,

SHANGHAI, 24th January 1872.

B. No. 6.

WOOSUNG BAR.

THE two new poles recently erected at Woosung, 900 feet further up the river than the old ones, should be kept in line when crossing the Inner Bar. The low pole, with a pyramidal top, is the front one; whilst the high pole, with a rectangular top, is the back one, or the one further from the river's bank.

On or about the 1st of March the three old poles will be removed, and a *red* low light on the river's bank, with a *white* high one on the low pole, will indicate at night the line now given by the new poles.

Any deep-draught steamer requiring to cross the bar at night may, by making application to the officer in charge of the Woosung Station, arrange to have a light hoisted on the signal staff, to show when there is water enough for her to cross.

DAVID M. HENDERSON,

Engineer-in-Chief.

ENGINEERS' OFFICE, CUSTOM HOUSE,

SHANGHAI, 10th February 1872.

B. No. 7.

NEWCHWANG.

THE *Newchwang* Light-vessel will be moored at her station, off the entrance of the Liau River, Yingtzü, on or about the 21st of March.

The following bearings are magnetic:—

Tower Hill	S. 18° E.
Ruined Tower	S. 47° E.
Outer Buoy	N. 64° E.

A *white* fixed catoptric light 40 feet above the sea will be exhibited, which in clear weather will be visible 11 nautical miles.

The light-vessel is painted *red*, with the word "NEWCHWANG" on each side, and the mainmast carries a 6-feet *black* ball. When necessary to lower the lantern for trimming, a *white* ship's light will be hoisted, and a *blue* light burned at the half interval of time between the lowering and hoisting.

During fogs a steam fog horn will be sounded at *ten-second* intervals.

DAVID M. HENDERSON,

Engineer-in-Chief.

ENGINEERS' OFFICE, CUSTOM HOUSE,

SHANGHAI, 29th February 1872.

B. No. 8.**YANGTZE RIVER.**

FIVE new 6 feet diameter buoys have been recently moored in the Yangtze, between the Actæon Shoal and Vine Point, in the following positions:—

1.—ACTÆON BUOY.

This buoy, which is painted *red*, and surmounted with a balloon, is moored in 3 fathoms of water, on the south-western end of the Actæon Shoal.

2.—CENTAUR BUOY.

This buoy, which is painted *black*, and surmounted with a balloon, is moored in $7\frac{1}{2}$ fathoms of water, on the north-eastern end of the Centaur Bank. A straight course can be steered between Buoys Nos. 1 and 2.

3.—NORTH BANK BUOY.

This buoy, which is painted *red*, and surmounted with a truncated pyramidal top, is moored in 5 fathoms of water, on the south-western end of the North Bank.

4.—WATERMAN OR MIDDLE BANK BUOY.

This buoy, which is painted *black*, and surmounted with a balloon, is moored in 6 fathoms of water, on the north-eastern edge of the Waterman Bank.

5.—VINE POINT BUOY.

This buoy, which is painted *red*, and surmounted with a balloon, is moored in 5 fathoms of water, on the edge of the shoals to the south-east of Vine Point. A straight course can be steered between Buoys Nos. 4 and 5.

Captains and pilots of vessels passing these buoys are requested to report any damage to them, and any changes in the position of the banks or shoals.

The five old buoys have been removed.

DAVID M. HENDERSON,

Engineer-in-Chief.

ENGINEERS' OFFICE, CUSTOM HOUSE,

SHANGHAI, 9th March 1872.

[*The following notice, which belongs chronologically in this place, was published without a serial number.*]

GULF OF PECHILI.*

INFORMATION has been received that the steamer *Peiho* is sunk in $10\frac{1}{2}$ fathoms of water, on the following bearings, which are magnetic:—

Quoin Island Peak N. 56° E.

Howki Island, centre of N. 89° E.

and distant about 7 nautical miles.

Changshan Island, north-east extremity S. 68° E.

One mast is reported to be entire, but the other one is broken off, and will probably be covered at high water.

DAVID M. HENDERSON,

Engineer-in-Chief.

ENGINEERS' OFFICE, CUSTOM HOUSE,

SHANGHAI, 5th April 1872.

* Notice to Mariners.

B. No. 9.

FOOCHOW DISTRICT.

MIDDLE DOG LIGHTHOUSE.

ON or about the 12th of July 1872, the light on the Middle Dog Island, near Foochow, will be exhibited. The apparatus is dioptric of the first order, showing a *fixed white* light, intensified by flashes at *half-minute* intervals from N. $68\frac{1}{2}^{\circ}$ W. round by E. to S. $18\frac{3}{4}^{\circ}$ W., the remaining angle being mostly obscured by the Middle Dog and Tongsha Islands. This light is about 230 feet above the sea, so that in clear weather it will be visible 22 nautical miles.

By order of the Inspector General of Customs,

DAVID M. HENDERSON,

Engineer-in-Chief.

ENGINEERS' OFFICE, 27th June 1872.

B. No. 10.

SHANGHAI DISTRICT.

WOOSUNG LIGHTHOUSE.

ON the 1st August next, the light at Woosung, now shown from Roundy's Bungalow, will be discontinued, and a light will be exhibited on the tower recently erected near the bungalow.

The new illuminating apparatus is dioptric of the fourth order, showing a *fixed white* light over the navigable channel at the entrance from the Yangtze to the Woosung River, and a *fixed red* light on each side of the navigable channel.

The lighthouse bears S. $63\frac{1}{2}^{\circ}$ W. from the centre of the navigable channel, which is about $13\frac{1}{2}^{\circ}$ wide.

The light is elevated 50 feet above the level of the sea, and in clear weather should be visible 12 nautical miles, between the magnetic bearings, taken from the lighthouse, of N. $57\frac{1}{4}^{\circ}$ W. round by N., E., and S., to S. $32\frac{3}{4}^{\circ}$ W.

The tower is square, built of brick, 45 feet high, with a total height from base to vane of 58 feet.

Position:—Latitude $31^{\circ} 23' 22''$ N.
Longitude $121^{\circ} 29' 35''$ E.

LIGHT-JUNK NEAR WOOSUNG.

ON the 1st September next, the light-junk now moored close to the *Lismore* wreck will be removed.

By order of the Inspector General of Customs,

DAVID M. HENDERSON,

Engineer-in-Chief.

ENGINEERS' OFFICE, CUSTOM HOUSE,

SHANGHAI, 19th July 1872.

B. No. 11.

FOOCHOW DISTRICT.

MIDDLE DOG LIGHTHOUSE.

NOTICE is hereby given that the light on the north-eastern end of the Middle Dog Island, near the entrance to the Min River, was for the first time exhibited at sunset on the 12th July.

The illuminating apparatus is dioptric of the first order, showing a *fixed white* light, intensified by flashes at *half-minute* intervals.

The light is elevated 257 feet above the level of the sea, and in clear weather should be visible 23 nautical miles, between the magnetic bearings, taken from seaward, of S. 70° E. round by S. and W. to N. $40\frac{1}{2}^{\circ}$ E. From S. 70° E. round by E. to N. $40\frac{1}{2}^{\circ}$ E. the light is obscured by the Tongsha and Middle Dog Islands, except from S. 89° E. to N. $81\frac{3}{4}^{\circ}$ E. and from N. $61\frac{1}{2}^{\circ}$ E. to N. 57° E., where the light is also visible.

The tower is round, built of stone, 35 feet high, with a total height from base to vane of 64 feet.

The tower, dwellings, and boundary wall are painted *white*.

Approximate Position:—Latitude $25^{\circ} 58' 20''$ N.

Longitude $120^{\circ} 2' 30''$ E.

By order of the Inspector General of Customs,

DAVID M. HENDERSON,

Engineer-in-Chief.

ENGINEERS' OFFICE, CUSTOM HOUSE,
SHANGHAI, 22nd July 1872.

B. No. 12.

FOOCHOW DISTRICT.

TURNABOUT LIGHTHOUSE.

NOTICE is hereby given that a lighthouse will shortly be erected on Turnabout Island, which is about $4\frac{1}{2}$ nautical miles S. $67\frac{1}{2}^{\circ}$ E. of Hai Head. It is anticipated that the light will be exhibited in March 1873.

The illuminating apparatus will be dioptric of the first order, showing a *fixed white* light, which will be visible all round.

The light will be elevated 236 feet above the level of the sea, and in clear weather should be visible 22 nautical miles.

The tower will be round, built of stone, 25 feet high, with a total height from base to vane of 54 feet.

The tower will be painted *black*, but the dwellings and boundary wall will be painted *white*.

Position:—Latitude $25^{\circ} 26'$ N.

Longitude $119^{\circ} 58' 42''$ E.

By order of the Inspector General of Customs,

DAVID M. HENDERSON,

Engineer-in-Chief.

ENGINEERS' OFFICE, CUSTOM HOUSE,
SHANGHAI, 7th August 1872.

B. No. 13.

SHANGHAI AND NINGPO DISTRICTS.

WEST VOLCANO LIGHTHOUSE.

NOTICE is hereby given that a lighthouse is in course of erection on the West Volcano Island, from which a light will be exhibited on or about the 1st October next.

The illuminating apparatus will be dioptric of the fourth order, showing a *fixed white* light, which will be visible all round.

The light will be elevated 93 feet above the level of the sea, and in clear weather should be visible 15 nautical miles.

The tower will be round, built of stone, 20 feet high, with a total height from base to vane of 33 feet.

The tower will be painted *black*, and the dwellings *white*.

Position:—Latitude 30° 20' 25" N.

Longitude 121° 51' 45" E.

By order of the Inspector General of Customs,

DAVID M. HENDERSON;

Engineer-in-Chief.

ENGINEERS' OFFICE, CUSTOM HOUSE,

SHANGHAI, 7th August 1872.

B. No. 14.

SHANGHAI AND NINGPO DISTRICTS.

WEST VOLCANO LIGHTHOUSE.

NOTICE is hereby given that a lighthouse has been erected on the West Volcano Island, from which a light was for the first time exhibited on the 1st October.

The illuminating apparatus is dioptric of the fourth order, showing a *fixed white* light, visible all round.

The light is elevated 93 feet above the level of the sea, and in clear weather should be visible 15 nautical miles.

The tower is round, built of stone, 20 feet high, with a total height from base to vane of 33 feet.

The tower is painted *black*, and the dwellings *white*.

Position:—Latitude $30^{\circ} 20' 25''$ N.
Longitude $121^{\circ} 51' 45''$ E.

By order of the Inspector General of Customs,

DAVID M. HENDERSON,

Engineer-in-Chief.

ENGINEERS' OFFICE, CUSTOM HOUSE,

SHANGHAI, 2nd October 1872.

B. No. 15.

SHANGHAI DISTRICT.

BLOCKHOUSE SHOAL IRON SCREW-PILE BEACON.

NOTICE is hereby given that the Blockhouse Shoal iron screw-pile beacon has disappeared.

A *red* iron buoy, 6 feet in diameter, surmounted with a truncated pyramidal cage 12 feet above the sea, has been moored on the S.E. extremity of this shoal in 10 feet of water.

The following bearings, taken from the buoy, are magnetic:—

Kiutoan Lighthouse S. 38° W.
Kiutoan Small Beacon N. 69° W.

DAVID M. HENDERSON,

Engineer-in-Chief.

ENGINEERS' OFFICE, CUSTOM HOUSE,

SHANGHAI, 22nd October 1872.

B. No. 16.

YANGTZE RIVER—CHINKIANG DISTRICT.

1.—NORTH TREE LIGHT.

The present ship's masthead light will shortly be removed and replaced by a dioptric sixth order light, which in clear weather should be visible from a distance of 7 miles.

2.—BEAVER OR POTTINGER ISLAND LIGHT.

The former ship's masthead light has been replaced by a dioptric sixth order light, which in clear weather should be visible from a distance of 7 miles.

3.—WADE ISLAND LIGHT.

On or about the 10th January 1873, the present light will be removed from the northern extremity of Wade Island, and re-erected about the middle of its western shore.

These three lights are *fixed white* ones.

By order of the Inspector General of Customs,

DAVID M. HENDERSON,

Engineer-in-Chief.

ENGINEERS' OFFICE, CUSTOM HOUSE,

SHANGHAI, 18th December 1872.

B. No. 17.

NINGPO DISTRICT.

1.—SQUARE ISLAND.

NOTICE is hereby given that a 5 cwt. fog bell has been erected on Square Island, which, from this date, in foggy weather, will be sounded once at *fifteen-second* intervals.

The gong formerly employed has been removed.

2.—TIGER ISLAND.

Also, that on Tiger Island, from this date, in foggy weather, a gong will be sounded five times in quick succession at about *one-minute* intervals.

The ship's bell formerly employed has been removed.

By order of the Inspector General of Customs,

DAVID M. HENDERSON,

Engineer-in-Chief.

ENGINEERS' OFFICE, CUSTOM HOUSE,

SHANGHAI, 19th March 1873.

B. No. 18.

FOOCHOW DISTRICT.

TURNABOUT LIGHTHOUSE.

NOTICE is hereby given that the light on Turnabout Island was exhibited for the first time at sunset on the 10th April 1873.

The illuminating apparatus is dioptric of the first order, showing a *fixed white* light, visible all round.

The light is elevated 257 feet above the level of the sea, and in clear weather it should be visible from a distance of 23 nautical miles.

The tower is round, built of stone, and 25 feet high. The total height from base to vane of this lighthouse is 54 feet.

The tower is painted *black*, but the dwellings and boundary wall are painted *white*.

Position :—Latitude 25° 26' 0" N.

Longitude 119° 58' 42" E.

and about 4½ nautical miles S. 67½° E. of Hai Head.

RIVER MIN—SPITEFUL ISLAND BUOYS.

Also, that from the 1st of May next the *red* and *white* striped buoy, marking the rocks off Spiteful Island, on the port side of the channel, will be replaced by a *black* nun buoy 6 feet in diameter at the water line. The *red* nun buoy on the starboard side of the channel will remain as at present.

By order of the Inspector General of Customs,

DAVID M. HENDERSON,

Engineer-in-Chief.

CUSTOM HOUSE,

FOOCHOW, 12th April 1873.

B. No. 19.

SHANGHAI DISTRICT.

1.—ENTRANCE TO THE HWANGPOO.

NOTICE is hereby given that the *red* buoy at the entrance to the Hwangpoo River has been replaced by a *black* and *red* striped nun buoy, moored on the end of the Paoshan Spit in $3\frac{1}{2}$ fathoms of water.

Also, that a light is sometimes exhibited from a junk anchored close to the *Lismore* wreck. As this light-junk is solely under the directions of the Ningpo Guild, and leaves its station frequently, mariners are cautioned not to depend upon it.

2.—WRECK BETWEEN THE "TUNGSHA" AND GUTZLAFF.

Also, that a wreck was to-day seen some 7 miles S. 18° E. of the *Tungsha* Light-vessel, in $2\frac{3}{4}$ fathoms of water. Only a portion of a mast, with a topsail yard attached, was visible.

By order of the Inspector General of Customs,

DAVID M. HENDERSON,
Engineer-in-Chief.

ENGINEERS' OFFICE, CUSTOM HOUSE,
SHANGHAI, 22nd April 1873.

B. No. 20.

YANGTZE RIVER—HANKOW DISTRICT.

NOTICE is hereby given that a *fixed white* light has been erected on the Ruined Fort below the city of K'ichow.

The illuminating apparatus is dioptric of the sixth order, showing from N. 35° W. round by N. and E. to S. 25° W., as viewed from the river.

The light is 35 feet above the base of the beacon, and in clear weather it should be visible from a distance of 7 miles.

By order of the Inspector General of Customs,

DAVID M. HENDERSON,
Engineer-in-Chief.

ENGINEERS' OFFICE, CUSTOM HOUSE,
SHANGHAI, 23rd April 1873.

B. No. 21.

SHANGHAI DISTRICT.

NOTICE is hereby given that the spars seen some 7 miles S. 18° E. from the *Tungsha* Light-vessel have been removed.

These spars were referred to in Notice to Mariners No. 19.

By order of the Inspector General of Customs,

DAVID M. HENDERSON,

Engineer-in-Chief.

ENGINEERS' OFFICE, CUSTOM HOUSE,

SHANGHAI, 6th May 1873.

B. No. 22.

YANGTZE RIVER—KIUKIANG DISTRICT.

NOTICE is hereby given that a *red fixed* light is now exhibited from the wreck of the s.s. *Kiangloong* off Hen Point.

The lantern is suspended from a pole 9 feet long attached to the walking beam of the engine. The light, with the river in its present state, is about 40 feet above the water.

Mariners are cautioned not to depend too much upon this light, as in boisterous weather the keepers may not be able to get off to the wreck and hoist the lantern.

The following bearings were taken by Lieutenant WEBB, of the U.S.S. *Palos*:—

Wreck bears S. 32½° W. from Taitzeki,
„ „ N. 68° W. „ Hen Point,
„ „ S. 71° W. „ Joss-house,
„ „ N. 63° W. „ point of reef,

and is 510 yards from the left bank of the river.

By order of the Inspector General of Customs,

DAVID M. HENDERSON,

Engineer-in-Chief.

ENGINEERS' OFFICE, CUSTOM HOUSE,

SHANGHAI, 16th May 1873.

B. No. 23.

1.—NINGPO DISTRICT.

“DRUMMOND CASTLE” WRECK.

THE following information has been received from Captain HOCKIN, of the P. and O. Steam Navigation Company's s.s. *Sunda*.

The wreck of the s.s. *Drummond Castle* lies N. 50° E. *true*, and $\frac{3}{4}$ mile distant from the S.E. islet of the Chinsan Group.

Position:—Latitude 30° 24' 40" N.
Longitude 122° 33' 0" E.

2.—CHEFOO DISTRICT.

ROCK NEAR THE SHANTUNG N.E. PROMONTORY.

NOTICE is hereby given that a rock, just awash at low water spring tides, lies between Alceste Island and the N.E. point of the Shantung Promontory.

The following bearings were taken with a boat's compass from a gig alongside the rock:—

N.E. Promontory S.E. by S.
Abrupt cliff to the westward of Promontory W.
Western extreme of Alceste Island N.W. by N.

By order of the Inspector General of Customs,

DAVID M. HENDERSON,

Engineer-in-Chief.

ENGINEERS' OFFICE, CUSTOM HOUSE,

SHANGHAI, 13th June 1873.

B. No. 24.

SHANGHAI DISTRICT.

“TUNGSHA” LIGHT-VESSEL.

NOTICE is hereby given that the *Tungsha* Light-vessel has been *temporarily* replaced by the spare light-vessel.

The light exhibited will be the same as before, that is, a *revolving white* one, giving flashes at *half-minute* intervals.

During fogs, a fog bell will be sounded at regular intervals, by clockwork, in place of the steam fog horn.

By order of the Inspector General of Customs,

DAVID M. HENDERSON,

Engineer-in-Chief.

ENGINEERS' OFFICE, CUSTOM HOUSE,

SHANGHAI, 1st July 1873.

B. No. 25.

SWATOW DISTRICT.

HIGH LAMOCK LIGHTHOUSE.

NOTICE is hereby given that the works on the High Lamock Island have been commenced. It is anticipated that the light will be exhibited before the close of this year.

The illuminating apparatus will be dioptric, of the first order, showing a *fixed white* light, which will be visible all round.

The light will be elevated about 240 feet above the level of the sea, and in clear weather it should be visible from a distance of 22 nautical miles.

The tower will be a round one, of cast-iron, 25 feet high. The total height from its base to the lantern vane will be 54 feet.

The tower will be painted *black*, but the dwellings and boundary wall will be painted *white*.

It is proposed to erect a condensing light on the southern slope of the island, to show a *red* light between the bearings of S. $34\frac{1}{2}^{\circ}$ W. and S. $50\frac{1}{2}^{\circ}$ W., so as to assist mariners in keeping clear of the White and Boat Rocks.

Approximate Position:—Latitude $23^{\circ} 14' 50''$ N.
Longitude $117^{\circ} 17' 30''$ E.

By order of the Inspector General of Customs,

DAVID M. HENDERSON,

Engineer-in-Chief.

ENGINEERS' OFFICE, CUSTOM HOUSE,

SHANGHAI, 9th July 1873.

B. No. 26.

SHANGHAI DISTRICT.

"TUNGSHA" LIGHT-VESSEL.

NOTICE is hereby given that the *Tungsha* Light-vessel has been re-moored to the S.W. of the Tungsha Banks, at the entrance to the Yangtze, in $3\frac{1}{2}$ fathoms of water.

The following bearings are magnetic:—

Shaweishan Light N. 35° E.

Gutzlaff Light S. 19° E.

which would give the

Kiutoan Light about N. 62° W.

The illuminating apparatus is a *revolving* catoptric one, giving *white* flashes at *half-minute* intervals.

The light is elevated 40 feet above the sea, and in clear weather it should be visible from a distance of 11 nautical miles.

The light-vessel is painted *red*, with the word "TUNGSHA" on each side, and has one mast surmounted by a 10 feet *black* ball. When necessary to lower the lantern for trimming, a small *white* light will be hoisted and a flash-light burned. A gun will be fired when vessels are observed running into danger, and the course that should be steered will be signalled in Marryat's code.

During fogs a steam fog horn will be sounded at intervals of *ten seconds*.

Approximate Position:—Latitude $31^{\circ} 7' 20''$ N.

Longitude $122^{\circ} 1' 20''$ E.

The spare light-vessel referred to in Notice to Mariners No. 24 has been removed.

By order of the Inspector General of Customs,

DAVID M. HENDERSON,

Engineer-in-Chief.

ENGINEERS' OFFICE, CUSTOM HOUSE,

SHANGHAI, 20th August 1873.

B. No. 27.**YANGTZE RIVER—HANKOW DISTRICT.**

NOTICE is hereby given that a light-boat has been moored off Cock's Head, or Kitau.

The illuminating apparatus is dioptric of the sixth order, showing a *fixed white* light, visible all round.

Approximate Position :—Latitude $30^{\circ} 12' 16''$ N.

Longitude $115^{\circ} 12' 23''$ E.

The position of this light-boat will be altered as required.

The other four light-boats in the Hankow district have been fitted with similar lights that in clear weather will have a range of about 7 miles, except where shut out by the land.

By order of the Inspector General of Customs,

DAVID M. HENDERSON,

Engineer-in-Chief.

ENGINEERS' OFFICE, CUSTOM HOUSE,

SHANGHAI, 28th August 1873.

B. No. 28.***YANGTZE RIVER—SHANGHAI DISTRICT.****ALTERATION IN THE WOOSUNG LIGHT.**

NOTICE is hereby given that on the 1st October next the *red* light now exhibited from S. 57° W. round by S. to the river's bank will be discontinued, and, instead, a *green* light will be exhibited between S. 57° W. and S. 12° W.; whilst from S. 12° W. to the river's bank a *white* light will be visible. These bearings are magnetic, and taken from seaward.

The angle of *white* light, marking the channel at the entrance to the Woosung River, will remain as at present, also the *red* light on its port side in entering.

The tower will be painted *black*.

By order of the Inspector General of Customs,

DAVID M. HENDERSON,

Engineer-in-Chief.

ENGINEERS' OFFICE, CUSTOM HOUSE,

SHANGHAI, 12th September 1873.

* This notice affects :—

Notice to Mariners No. 10 of the 19th July 1872; Admiralty List of Lights for China, No. 176.

B. No. 29.

YANGTZE RIVER—CHINKIANG DISTRICT.

NOTICE is hereby given that the lamps formerly employed at—

Mud Island,
Fishbourne Island,
Peisinchow Island (east end of), and
Wade Island,

have been replaced by dioptric illuminating apparatus of the sixth order, showing *fixed white* lights.

By order of the Inspector General of Customs,

DAVID M. HENDERSON,

Engineer-in-Chief.

ENGINEERS' OFFICE, CUSTOM HOUSE,

SHANGHAI, 31st December 1873.

B. No. 30.

YANGTZE RIVER—SHANGHAI DISTRICT.

NOTICE is hereby given that a Ningpo junk has been sunk at the entrance to the Woosung River, in the channel between the buoy and the lighthouse.

During the day a *red* flag, and at night a *red* light, will be hoisted on a boat made fast to the wreck, which may drift.

By order of the Inspector General of Customs,

DAVID M. HENDERSON,

Engineer-in-Chief.

ENGINEERS' OFFICE, CUSTOM HOUSE,

SHANGHAI, 5th January 1874.

B. No. 31.

YANGTZE RIVER—SHANGHAI DISTRICT.

NOTICE is hereby given that the wreck of the junk referred to in Notice to Mariners No. 30, at the entrance to the Woosung River, in the channel between the buoy and the lighthouse, has been removed.

By order of the Inspector General of Customs,

DAVID M. HENDERSON,

Engineer-in-Chief.

ENGINEERS' OFFICE, CUSTOM HOUSE,

SHANGHAI, 20th January 1874.

B. No. 32.

YANGTZE RIVER—SHANGHAI DISTRICT.

DOVE'S NEST BUOY.

NOTICE is hereby given that a *red* nun buoy, 8 feet in diameter at the water line, and surmounted by a *black* ball, has been moored in 5 fathoms of water on the starboard side of the channel, to mark the Dove's Nest.

By order of the Inspector General of Customs,

DAVID M. HENDERSON,

Engineer-in-Chief.

ENGINEERS' OFFICE, CUSTOM HOUSE,

SHANGHAI, 26th January 1874.

B. No. 33.

SWATOW DISTRICT.

HIGH LAMOCK LIGHTHOUSE.

NOTICE is hereby given that the lights on the High Lamock Island were exhibited for the first time at sunset on the 18th February 1874.

1.—THE HIGH LIGHT.

The illuminating apparatus is dioptric of the first order, showing a *fixed white* light, visible all round.

The light is elevated 241 feet above the level of the sea, and in clear weather it should be visible from a distance of 22 nautical miles.

The tower is round, of cast iron, 25 feet high, with a total height from its base to the lantern vane of 54 feet.

The tower is painted *black*, but the dwellings and boundary wall are painted *white*.

Approximate Position:—Latitude $23^{\circ} 14' 50''$ N.
Longitude $117^{\circ} 17' 30''$ E.

2.—THE LOW LIGHT.

The illuminating apparatus is dioptric of the fourth order, showing a *fixed red* light, visible between the magnetic bearings, taken from seaward, of N. $34\frac{1}{2}^{\circ}$ E. and N. $50\frac{1}{2}^{\circ}$ E., so as to assist mariners in keeping clear of the White and Boat Rocks.

The light, which is exhibited from a window in a building, painted *white*, erected on the southern slope of the island, is elevated 55 feet above the level of the sea, and in clear weather it should be visible from a distance of 7 nautical miles.

By order of the Inspector General of Customs,

DAVID M. HENDERSON,

Engineer-in-Chief.

ENGINEERS' OFFICE, CUSTOM HOUSE,

SWATOW, 26th February 1874.

B. No. 34.

FOOCHOW DISTRICT.

OCKSEU ISLAND LIGHTHOUSE.

NOTICE is hereby given that the works on the High or West Ockseu Island have been commenced.

The illuminating apparatus will be *revolving* dioptric, of the first order, showing *white* flashes at *one-minute* intervals.

The light will be elevated about 286 feet above the level of the sea, and in clear weather it should be visible from a distance of 24 nautical miles.

The tower will be round, of stone, 35 feet high, with a total height from its base to the lantern vane of 64 feet.

During the progress of the works, and till the exhibition of the revolving light, a temporary dioptric *fixed white* light of the sixth order will be shown, which in clear weather should be visible from a distance of 7 nautical miles.

Approximate Position:—Latitude $24^{\circ} 59' \text{ N.}$
Longitude $119^{\circ} 28' \text{ E.}$

By order of the Inspector General of Customs,

DAVID M. HENDERSON,

Engineer-in-Chief.

ENGINEERS' OFFICE, CUSTOM HOUSE,

AMOY, 21st March 1874.

B. No. 35.

FOOCHOW DISTRICT.

MIN RIVER—ENTRANCE BUOYS.

NOTICE is hereby given that three conical fairway buoys, 10 feet in diameter, painted in *red* and *black* horizontal stripes, and surmounted by *black* cages, elevated 18 feet above the water line, have been moored at the entrance to the Min River, in the following positions:—

No. 1 OR OUTER BUOY.

Sharp Peak bears $\text{N. } 85\frac{1}{4}^{\circ} \text{ W.}$

Rees Rock „ $\text{S. } 54\frac{3}{4}^{\circ} \text{ W.}$

This buoy is surmounted by a cage 4 feet in diameter, and is moored in 8 fathoms at low water springs.

No. 2 OR MIDDLE BUOY.

Sharp Peak bears N. $69\frac{1}{2}^{\circ}$ W.Rees Rock „ S. $39\frac{3}{4}^{\circ}$ W.

This buoy is surmounted by a conical frustum cage 4 feet 9 inches at its greatest diameter, and is moored in 4 fathoms at low water springs.

No. 3 OR INNER BUOY.

Sharp Peak bears N. $46\frac{3}{4}^{\circ}$ W.Round Island „ S. $54\frac{1}{2}^{\circ}$ W.

This buoy is surmounted by a cage 4 feet in diameter, and is moored in $7\frac{1}{2}$ fathoms at low water springs.

(All bearings are magnetic.)

It is particularly requested, in the event of masters of vessels or others observing any damage to these buoys, that they report the same to the Customs authorities on the first opportunity.

By order of the Inspector General of Customs,

DAVID M. HENDERSON,

Engineer-in-Chief.

ENGINEERS' OFFICE, CUSTOM HOUSE,

SHANGHAI, 15th April 1874.

B. No. 36.

NINGPO DISTRICT.

SESOSTRIS ROCK BUOY.

NOTICE is hereby given that a conical buoy, 6 feet in diameter, painted in *red* and *black* chequers, and surmounted by a *red* cage, elevated $11\frac{1}{2}$ feet above the water line, has been moored with 15 fathoms of cable in $6\frac{1}{2}$ fathoms of water, 90 feet N. $11\frac{1}{4}^{\circ}$ W. from the peak of the Sesostris Rock.

Tiger Island flagstaff bears S. 82° W.Summit of Seaouyew Island bears N. 40° E.

By order of the Inspector General of Customs,

DAVID M. HENDERSON,

Engineer-in-Chief.

ENGINEERS' OFFICE, CUSTOM HOUSE,

SHANGHAI, 15th May 1874.

B. No. 37.

FOOCHOW DISTRICT.

EME BUOY—MIN RIVER.

NOTICE is hereby given that a nun buoy, 6 feet in diameter, painted *red*, has been moored, in 14 feet at low water springs, on the southern extremity of the ledge of rocks known as the Eme Rocks, upon which there is a depth of 10 feet. Vessels entering should pass this buoy on the starboard hand.

Sharp Peak Point bears S. 77° E.

Sharp Peak Summit „ N. 12° E.

By order of the Inspector General of Customs,

DAVID M. HENDERSON,

Engineer-in-Chief.

ENGINEERS' OFFICE, CUSTOM HOUSE,

SHANGHAI, 18th May 1874.

B. No. 38.

YANGTZE RIVER—CHINKIANG DISTRICT.

NOTICE is hereby given that on or about the 29th instant the North Tree Light will be moved about 500 yards north (magnetic) from its present position, in consequence of the washing away of the outer embankment of the river.

By order of the Inspector General of Customs,

DAVID M. HENDERSON,

Engineer-in-Chief.

ENGINEERS' OFFICE, CUSTOM HOUSE,

SHANGHAI, 28th May 1874.

B. No. 39.

CHEFOO DISTRICT.

SHANTUNG LIGHTHOUSE.

NOTICE is hereby given that the works on the N.E. Shantung Promontory have been commenced.

The illuminating apparatus will be *fixed* dioptric, of the first order, showing a *white* light to seaward, and *red* inshore to the southward and westward of the lighthouse, so as to warn vessels when they approach the coast.

The light will be elevated about 200 feet above the level of the sea, and in clear weather the *white* light should be visible at a distance of 21 nautical miles.

The tower will be round, of stone, 35 feet high, with a total height from its base to the lantern vane of 64 feet.

A temporary sixth order *fixed white* light is now exhibited between the magnetic bearings, taken from seaward, of N. 30° E. round by W. and S. to S. 30° E., but between S. 18° E. and S. 27° E. the light is mostly obscured by a point of the mainland and Alceste Island. This light is elevated 160 feet above the sea, and in clear weather it should be visible at a distance of 8 miles.

Approximate Position:—Latitude N. 37° 24'.
Longitude E. 122° 42'.

By order of the Inspector General of Customs,

DAVID M. HENDERSON,

Engineer-in-Chief.

ENGINEERS' OFFICE, CUSTOM HOUSE,

CHEFOO, 1st August 1874.

B. No. 40.

CHEFOO DISTRICT.

SHANTUNG LIGHTHOUSE.

NOTICE is hereby given that the light on the N.E. Shantung Promontory was exhibited for the first time at sunset on the 15th December 1874.

The illuminating apparatus is *fixed* dioptric, of the first order, showing a *white* light from S. 62° E. to S. 30° E., *red* from S. 30° E. to S. 17° E., *white* from S. 17° E. round by S. and W.

to N. 21° E., and *red* from N. 21° E. to N. 49° E. Between S. $59\frac{1}{4}^{\circ}$ E. and S. $18\frac{1}{4}^{\circ}$ E. the light is seven times obscured by peaks, the obscuration between S. $26^{\circ} 18'$ E. and S. $23^{\circ} 10'$ E. being caused by Alceste Island. The bearings are magnetic, and taken from seaward.

The light is elevated 200 feet above the level of the sea, and in clear weather the *white* light should be visible at a distance of 21 nautical miles.

The tower is round, of stone, 35 feet high, with a total height from its base to the lantern vane of 64 feet.

The tower, dwellings, and boundary wall will be painted *white*.

The temporary light referred to in Notice to Mariners No. 39 has been discontinued.

Approximate Position :—Latitude $37^{\circ} 24'$ N.
Longitude $122^{\circ} 42'$ E.

By order of the Inspector General of Customs,

DAVID M. HENDERSON,

Engineer-in-Chief.

ENGINEERS' OFFICE, CUSTOM HOUSE,

SHANGHAI, 6th January 1875.

B. No. 41.

FOOCHOW DISTRICT.

MIDDLE DOG BEACON.

NOTICE has been received from the Commissioner of Customs at Foochow that the Beacon No. 16, "List of Chinese Lighthouses, Light-vessels, Buoys, and Beacons," on the southern end of the Middle Dog Island, has been blown down, and will not be rebuilt.

By order of the Inspector General of Customs,

DAVID M. HENDERSON,

Engineer-in-Chief.

ENGINEERS' OFFICE, CUSTOM HOUSE,

SHANGHAI, 11th January 1875.

B. No. 42.

AMOY DISTRICT.

TSINGSEU LIGHTHOUSE.

NOTICE is hereby given that the lighthouse works on the northern slope of Tsingseu Island, at the entrance to the outer harbour of Amoy, have been commenced.

The illuminating apparatus will be *fixed* dioptric, of the fourth order, showing a *white* light from about N. 54° W. round by W. and S. to S. 50° E., and a *red* light over the Chauchat Rocks and Taepan Shoal. The bearings are magnetic, and taken from seaward.

The light will be elevated about 125 feet above the level of the sea, and in clear weather the *white* light should be visible at a distance of 15 nautical miles.

The tower will be octagonal, of stone and brick, 20 feet high, with a total height from its base to the lantern vane of 33 feet.

The tower will be painted in alternate *red* and *white* vertical stripes, and the dwellings *white*.

Approximate Position :—Latitude $24^{\circ} 22\frac{1}{4}'$ N.
Longitude $118^{\circ} 7\frac{1}{4}'$ E.

By order of the Inspector General of Customs,

DAVID M. HENDERSON,

Engineer-in-Chief.

ENGINEERS' OFFICE, CUSTOM HOUSE,

SHANGHAI, 10th April 1875.

B. No. 43.

TAKOW DISTRICT.

FISHER ISLAND LIGHTHOUSE.

NOTICE is hereby given that a lighthouse will shortly be erected close to the present Native light-tower on Litsitah Point, at the S.W. extremity of Fisher Island, Pescadores.

The illuminating apparatus will be *fixed* dioptric, of the fourth order, showing a *white* light, visible all round, except where obscured by the islands.

The light will be elevated about 220 feet above the level of the sea, and in clear weather it should be visible at a distance of 15 nautical miles.

The tower will be round, of iron, 20 feet high, with a total height from its base to the lantern vane of 33 feet.

The tower will be painted *black*, and the dwellings and boundary wall *white*.

Approximate Position :—Latitude $23^{\circ} 32\frac{3}{4}'$ N.
Longitude $119^{\circ} 28\frac{1}{4}'$ E.

By order of the Inspector General of Customs,

DAVID M. HENDERSON,

Engineer-in-Chief.

ENGINEERS' OFFICE, CUSTOM HOUSE,

SHANGHAI, 30th April 1875.

B. No. 44.

YANGTZE RIVER—SHANGHAI DISTRICT.

1.—“LISMORE” WRECK LIGHT.

NOTICE is hereby given that a wrought-iron screw-pile lighthouse will shortly be erected near the *Lismore* wreck, on the port side of the channel at the entrance to the Woosung River.

The illuminating apparatus will be *fixed* dioptric, of the sixth order, showing a *red* light, visible all round.

2.—ALTERATION IN THE WOOSUNG LIGHT.

On the exhibition of the above wreck light, the *red* sector of light now shown on the port side of the channel from the Woosung Lighthouse will be replaced by a *white* one, but no other change will be made.

By order of the Inspector General of Customs,

DAVID M. HENDERSON,

Engineer-in-Chief.

ENGINEERS' OFFICE, CUSTOM HOUSE,

SHANGHAI, 11th May 1875.

B. No. 45.

YANGTZE RIVER—CHINKIANG DISTRICT.

NOTICE is hereby given that the lamps formerly employed at—

Tunglotu,
Tantu,
Bethune Point, and
Wuhu,

have been replaced by dioptric illuminating apparatus of the sixth order, showing *fixed white* lights.

By order of the Inspector General of Customs,

DAVID M. HENDERSON,

Engineer-in-Chief.

ENGINEERS' OFFICE, CUSTOM HOUSE,
SHANGHAI, 13th May 1875.

B. No. 46.

YANGTZE RIVER—KIUKIANG DISTRICT.

NOTICE is hereby given that the wreck of the s.s. *Kiangloong*, off Hen Point, is now entirely under water, and that a *red fixed* light will be exhibited from a boat placed to mark the wreck.

Mariners are cautioned not to depend upon this light, as, owing to the strong current, the boat may not be able to retain its position in rough weather.

This light is referred to in Notice to Mariners No. 22 of the 16th May 1873, and in No. 42 of the third issue of "List of the Chinese Lighthouses, Light-vessels, Buoys, and Beacons."

By order of the Inspector General of Customs,

DAVID M. HENDERSON,

Engineer-in-Chief.

ENGINEERS' OFFICE, CUSTOM HOUSE,
SHANGHAI, 28th May 1875.

B. No. 47.

YANGTZE RIVER—HANKOW DISTRICT.

NOTICE is hereby given that from this date and till further notice, a ship's masthead light will be exhibited over the lorcha *Chinhai*, sunk on the sandbank opposite the upper end of Gravenor Island.

By order of the Inspector General of Customs,

DAVID M. HENDERSON,

Engineer-in-Chief.

ENGINEERS' OFFICE, CUSTOM HOUSE,
SHANGHAI, 17th June 1875.

B. No. 48.

YANGTZE RIVER—SHANGHAI DISTRICT.

1.—“LISMORE” WRECK LIGHT.

NOTICE is hereby given that a lighthouse has been erected N. $72\frac{1}{2}^{\circ}$ E. from the Woosung Lighthouse, and 400 feet to the N. $27\frac{1}{4}^{\circ}$ W. of the *Lismore* wreck, on the port side of the channel at the entrance to the Woosung River, and that the light was exhibited for the first time at sunset on the 22nd instant.

The illuminating apparatus is *fixed* dioptric, of the sixth order, showing a *red* light, visible all round.

The light is elevated 30 feet above high-water mark, and in clear weather should be visible at a distance of 5 nautical miles.

The tower consists of four wrought-iron screw-piles supporting a dwelling-room surmounted by the light, and it is erected in about 11 feet of water at low water.

The piles and bracing are painted *black*, and the dwelling-room *white*.

The Ningpo Guild have discontinued the light-junk recently used to mark the *Lismore* wreck.

2.—ALTERATION IN THE WOOSUNG LIGHT.

The *red* sector of light formerly shown on the port side of the channel from the Woosung Lighthouse has been replaced by a *white* one.

By order of the Inspector General of Customs,

DAVID M. HENDERSON,

Engineer-in-Chief.

ENGINEERS' OFFICE, CUSTOM HOUSE,
SHANGHAI, 23rd July 1875.

B. No. 49.

YANGTZE RIVER—CHINKIANG DISTRICT.

NOTICE is hereby given that a junk, whose mast shows above water, is sunk in mid-stream of the northern Peisinchow Channel. The wreck lies in $5\frac{1}{2}$ fathoms of water, and about two-thirds of the way up the channel.

Bethune Point Beacon bears W. by S. $\frac{1}{2}$ S.

Peisinchow Beacon bears E. by S.

By order of the Inspector General of Customs,

DAVID M. HENDERSON,

Engineer-in-Chief.

ENGINEERS' OFFICE, CUSTOM HOUSE,
SHANGHAI, 6th September 1875.

B. No. 50.*

YANGTZE RIVER—SHANGHAI DISTRICT.

1.—“LISMORE” WRECK LIGHT.

NOTICE is hereby given that a 3 cwt. fog bell has been fixed on the screw-pile tower recently erected near the *Lismore* wreck, which, from this date, in foggy weather, will be sounded at *six-second* intervals.

FOOCHOW DISTRICT.

2.—OCKSEU ISLAND LIGHTHOUSE.

The temporary *fixed* light now exhibited on Ockseu Island will shortly be replaced by a first order *revolving* one, showing *white* flashes at *one-minute* intervals.

AMOY AND TAKOW DISTRICTS.

3.—TSINGSEU AND FISHER ISLAND LIGHTHOUSES.

The works on Tsingseu and Fisher Island are now nearly completed, and the lights will shortly be exhibited.

By order of the Inspector General of Customs,

DAVID M. HENDERSON,

Engineer-in-Chief.

ENGINEERS' OFFICE, CUSTOM HOUSE,
SHANGHAI, 13th October 1875.

* This Notice affects :—

Notices to Mariners Nos. 34, 42, 43, and 48; and the 1875 Admiralty List of Lights for China, No. 164.

B. No. 51.

FOOCHOW DISTRICT.

OCKSEU ISLAND LIGHTHOUSE.

NOTICE is hereby given that the light on the High or West Ockseu Island was exhibited for the first time at sunset on the 3rd December 1875.

The illuminating apparatus is *revolving* dioptric, of the first order, showing *white* flashes at *one-minute* intervals.

The light is elevated 286 feet above the level of the sea, and in clear weather it should be visible from a distance of 24 nautical miles.

The tower is round, of stone, 35 feet high, with a total height from its base to the lantern vane of 64 feet.

The tower is painted *black*, but the dwellings and boundary wall are painted *white*.

The temporary *fixed* light referred to in Notice to Mariners No. 34 has been discontinued.

Approximate Position :—Latitude $24^{\circ} 59' N.$
Longitude $119^{\circ} 28' E.$

By order of the Inspector General of Customs,

DAVID M. HENDERSON,

Engineer-in-Chief.

IMPERIAL MARITIME CUSTOMS,

ENGINEERS' OFFICE,

OCKSEU, 4th December 1875.

B. No. 52.

AMOY DISTRICT.

TSINGSEU LIGHTHOUSE.

NOTICE is hereby given that the Tsingseu Light, on the northern slope of the island, at the entrance to the outer harbour of Amoy, was exhibited for the first time at sunset of the 13th December.

The illuminating apparatus is *fixed* dioptric, of the fourth order, showing a *red* light from N. 1° E. to N. 57° W., a *white* light from N. 57° W. round by W. and S. to S. 50° E., and a *red* light from S. 50° E. to S. 89° E. The bearings are magnetic, and taken from seaward.

The light is elevated 130 feet above the level of the sea, and in clear weather the *white* light should be visible at a distance of 15 nautical miles, and the *red* light at 8.

The tower is octagonal, of stone and brick, 20 feet high, with a total height from its base to the lantern vane of 33 feet.

The tower is painted in alternate *red* and *white* vertical stripes, and the dwellings *white*.

Approximate Position:—Latitude $24^{\circ} 22\frac{1}{4}'$ N.
Longitude $118^{\circ} 7'$ E.

By order of the Inspector General of Customs,

DAVID M. HENDERSON,
Engineer-in-Chief.

IMPERIAL MARITIME CUSTOMS,
ENGINEERS' OFFICE,
AMOY, 14th December 1875.

N.B.—The Taitan Island Light, No. 10, third issue of List of Chinese Lights, for 1874, will not be discontinued till further notice.

B. No. 53.

TAKOW DISTRICT.

FISHER ISLAND LIGHTHOUSE, PESCADORES.

NOTICE is hereby given that the new light on the S.W. extremity of Fisher Island, near Litsitah Point, was exhibited for the first time at sunset of the 20th December.

The new tower has been erected near the old stone one, which has since been removed.

The illuminating apparatus is *fixed* dioptric, of the fourth order, showing a *white* light, visible all round, except where obscured by the islands.

The light is elevated 205 feet above the level of the sea, and in clear weather it should be visible at a distance of 15 nautical miles.

The tower is round, of iron, 20 feet high, with a total height from its base to the lantern vane of 33 feet.

The tower is painted *black*, and the dwellings and boundary wall will be painted *white*.

Approximate Position:—Latitude $23^{\circ} 32' 53''$ N.
Longitude $119^{\circ} 28' 7''$ E.

By order of the Inspector General of Customs,

DAVID M. HENDERSON,
Engineer-in-Chief.

ENGINEERS' OFFICE, CUSTOM HOUSE,
AMOY, 30th December 1875.

B. No. 54.

YANGTZE RIVER—HANKOW DISTRICT.

NOTICE is hereby given that the ship's masthead light formerly exhibited over the wrecked lorcha *Chinhai*, at the upper end of Gravener Island, has been discontinued. This is the light referred to in Notice to Mariners No. 47, of the 17th June 1875.

By order of the Inspector General of Customs,

DAVID M. HENDERSON,

Engineer-in-Chief.

IMPERIAL MARITIME CUSTOMS,

ENGINEERS' OFFICE,

SHANGHAI, 12th January 1876.

B. No. 55.

YANGTZE RIVER—SHANGHAI DISTRICT.

NOTICE is hereby given that a junk has carried away the mast which formerly marked the wreck of the *Lismore*.

A *black* nun buoy has been temporarily moored immediately below the wreck, and in line with it and the Woosung Lighthouse.

A *green* wreck buoy, with the word "WRECK" painted on it in *white* letters, will shortly replace the above-mentioned *black* buoy.

By order of the Inspector General of Customs,

DAVID M. HENDERSON,

Engineer-in-Chief.

IMPERIAL MARITIME CUSTOMS,

ENGINEERS' OFFICE,

SHANGHAI, 11th March 1876.

N.B.—The mast above referred to is the one described at page 17, Beacon No. 27, fourth issue of List of Chinese Lights, for 1876.

B. No. 56.
NINGPO DISTRICT.
NEMESIS ROCK BEACON.

NOTICE is hereby given that the Nemesis Rock Beacon, No. 26 of the 1876 List of Chinese Lights, Buoys, and Beacons, has been carried away, and that it will be temporarily replaced by a *red* buoy, moored off the reef extending to the N.E. of the most easterly point of Tayew Island.

By order of the Inspector General of Customs,

DAVID M. HENDERSON,

Engineer-in-Chief.

IMPERIAL MARITIME CUSTOMS,

ENGINEERS' OFFICE,

SHANGHAI, 5th April 1876.

B. No. 57.
YANGTZE RIVER—SHANGHAI DISTRICT.

NOTICE is hereby given that on or about the 5th June next the North Bank Red Buoy will be moved 300 yards to the S. 62° W. of its present position, so that it will lie in 5 fathoms at low water.

By order of the Inspector General of Customs,

DAVID M. HENDERSON,

Engineer-in-Chief.

IMPERIAL MARITIME CUSTOMS,

ENGINEERS' OFFICE,

SHANGHAI, 10th May 1876.

B. No. 58.
YANGTZE RIVER—CHINKIANG DISTRICT.

NOTICE is hereby given that the Mud Island Light has been moved about one-third of a mile to the S. 80° E. of its former position, in consequence of the embankment having been moved further inland.

By order of the Inspector General of Customs,

DAVID M. HENDERSON,

Engineer-in-Chief.

IMPERIAL MARITIME CUSTOMS,

ENGINEERS' OFFICE,

SHANGHAI, 10th June 1876.

B. No. 59.

YANGTZE RIVER—SHANGHAI DISTRICT.

BLOCKHOUSE SHOAL BUOYS.

NOTICE is hereby given that on or about the 15th July a new *red* buoy, 10 feet in diameter at the water line, and surmounted by a *black* cage, will be placed on the S.E. extreme of the Blockhouse Shoal.

The present *red* buoy, 6 feet in diameter at the water line, and surmounted by a conical frustum cage, will be moved about 2 miles further up the river.

Both buoys will be on the starboard hand of the navigable channel in entering from the sea.

By order of the Inspector General of Customs,

DAVID M. HENDERSON,

Engineer-in-Chief.

IMPERIAL MARITIME CUSTOMS,

ENGINEERS' OFFICE,

SHANGHAI, 7th July 1876.

B. No. 60.

YANGTZE RIVER—SHANGHAI DISTRICT.

BLOCKHOUSE SHOAL BUOYS.

NOTICE is hereby given that a new *red* buoy, 10 feet in diameter at the water line, surmounted by a *black* cage, and marked in *white* "No. 1," has been moored in 17 feet at low water spring tides, with Kiutoan Lighthouse bearing N. 64° W., magnetic, and distant about $5\frac{7}{10}$ nautical miles.

The old *red* buoy, 6 feet in diameter at the water line, and surmounted by a conical frustum cage, has been moored in 18 feet at low water spring tides, with Kiutoan Lighthouse bearing S. $25^{\circ} 27'$ W., magnetic, and distant about $2\frac{2}{10}$ nautical miles. This buoy will be marked in *white* "No. 2."

Both buoys are on the starboard hand of the navigable channel in entering from the sea.

By order of the Inspector General of Customs,

DAVID M. HENDERSON,

Engineer-in-Chief.

IMPERIAL MARITIME CUSTOMS,

ENGINEERS' OFFICE,

SHANGHAI, 17th July 1876.

B. No. 61.

NINGPO DISTRICT.

ROCK TO THE WESTWARD OF TAESHAN ISLAND.

THE following information has been received from Vice-Admiral A. P. RYDER, Commander-in-Chief, China Station :—

“H.M.S. *Kestrel*, while passing to the northward between Becher and Show Islands, about mid-channel, the ebb tide, neaps, having been making for four and a half hours, observed the sea breaking over a rock awash about 30 yards E. by S., her position at the time being fixed by the following bearings :—

“South extremes of Becher Islets in line W. by N. northerly.
 “Centre of Miles Island S. $\frac{1}{4}$ E.
 “Latitude $30^{\circ} 16' 40''$ N.
 “Longitude $122^{\circ} 3' 30''$ E.”

By order of the Inspector General of Customs,

DAVID M. HENDERSON,

Engineer-in-Chief.

IMPERIAL MARITIME CUSTOMS,

ENGINEERS' OFFICE,

SHANGHAI, 7th August 1876.

B. No. 62.

NINGPO DISTRICT.

NEMESIS ROCK BEACON.

NOTICE is hereby given that the Nemesis Rock Beacon, No. 26 of the 1876 List of Chinese Lights, Buoys, and Beacons, has been replaced.

The *red* buoy temporarily used in place of this beacon, and referred to in Notice to Mariners No. 56 of the 5th April last, has been removed.

By order of the Inspector General of Customs,

DAVID M. HENDERSON,

Engineer-in-Chief.

IMPERIAL MARITIME CUSTOMS,

ENGINEERS' OFFICE,

SHANGHAI, 22nd August 1876.

B. No. 63.**TAMSUI DISTRICT.****CORAL PATCH OFF THE ENTRANCE TO KELUNG HARBOUR.**

THE following information has been received from Vice-Admiral A. P. RYDER, Commander-in-Chief, China Station :—

“H.M.S. *Audacious*, when leaving Kelung Harbour, Formosa, in May last, struck on a coral patch unmarked in the charts. The position of this patch has since been determined by H.M.S. *Lapwing*, and is as follows :—

“Hundred-foot Rock (Kelung Island) S. 74° E.

“Macedonian Point S. 3° E.

“Brooker Point S. 27° W.

“This patch is about 150 to 200 yards in extent, with least water 3½ fathoms (reduced to low ordinary springs), soundings varying from 5 to 9 fathoms on the patch.

“The bearings given show the exact position of the 3½ fathoms patch.”

By order of the Inspector General of Customs,

DAVID M. HENDERSON,

IMPERIAL MARITIME CUSTOMS,

ENGINEERS' OFFICE,

SHANGHAI, 4th September 1876.

Engineer-in-Chief.

B. No. 64.**NINGPO DISTRICT.****ROCK IN THE KO CHANNEL.**

NOTICE is hereby given that there is a conical rock, unmarked on the charts, with 4 feet on it at low water spring tides, in the Ko Channel, and in line between the eastern extremity of Ko Point and the western end of Dumb Island. Its position is determined by the following bearings :—

The western extreme of Dumb Island N.N.W. $\frac{3}{4}$ W.

The southern extreme of Deadman Island E. by N.

There are from 6 to 14 fathoms of water all round this rock.

By order of the Inspector General of Customs,

DAVID M. HENDERSON,

IMPERIAL MARITIME CUSTOMS,

ENGINEERS' OFFICE,

SHANGHAI, 6th September 1876.

Engineer-in-Chief.

B. No. 65.

YANGTZE RIVER—SHANGHAI DISTRICT.

WATERMAN BANK LOWER BUOY.

NOTICE is hereby given that a new *black* nun buoy, 6 feet in diameter, and surmounted by a spherical cage, has been moored in 26 feet at low water spring tides, to mark the south-eastern extremity of the Waterman Bank, with—

Langshan Pagoda bearing N. $61\frac{1}{4}^{\circ}$ E., magnetic.

Langshan Light-vessel bearing N. 42° W. „

North Bank Buoy bearing S. $1\frac{1}{2}^{\circ}$ E. „

In order to obtain the deepest water in going up the river, the North Bank Buoy, on the starboard side of channel, should be rounded at a distance of 50 yards, then a straight course should be steered, so as to pass 100 yards from the new buoy on the port side of channel, and this course should be continued till 200 yards beyond the buoy, when the light-vessel should be steered for.

As the banks near the Langshan Crossing are liable to sudden changes, this part of the river should be navigated with caution, and the lead kept going.

By order of the Inspector General of Customs,

DAVID M. HENDERSON,

Engineer-in-Chief.

IMPERIAL MARITIME CUSTOMS,

ENGINEERS' OFFICE,

SHANGHAI, 11th November 1876.

B. No. 66.

YANGTZE RIVER—SHANGHAI DISTRICT.

BUOY OFF DRINKWATER POINT.

NOTICE is hereby given that a fairway *red* and *black* horizontally striped buoy, 6 feet in diameter, and surmounted by a *black* spherical cage, has been moored in the North Channel in $5\frac{1}{2}$ fathoms at low water spring tides, with Shawshean Lighthouse bearing N. $89^{\circ} 45'$ E., and distant $15\frac{1}{2}$ nautical miles.

Vessels entering by this channel should bring Shawshean to bear E. $\frac{1}{2}$ N. before it is more than 3 miles distant, and keep it on this bearing till 8 miles distant; afterwards a direct course may be steered for the buoy.

By order of the Inspector General of Customs,

DAVID M. HENDERSON,

Engineer-in-Chief.

IMPERIAL MARITIME CUSTOMS,

ENGINEERS' OFFICE,

SHANGHAI, 5th March 1877.

B. No. 67.

TAKOW DISTRICT.

SANDBANKS NEAR ANPING, FORMOSA.

NOTICE is hereby given that two sandbanks, dry at low water, have recently been visible about 2 miles to the north of the Anping Anchorage, and about three-quarters of a mile from the shore.

By order of the Inspector General of Customs,

DAVID M. HENDERSON,

Engineer-in-Chief.

IMPERIAL MARITIME CUSTOMS,

ENGINEERS' OFFICE,

SHANGHAI, 7th March 1877.

B. No. 68.

YANGTZE RIVER—SHANGHAI DISTRICT.

BUOYS AT THE LANGSHAN.

NOTICE is hereby given that in consequence of the opening of a new channel to the S.E. of the *Langshan* Light-vessel,—

1.—MIDDLE BANK BUOY.

A *black* buoy, 6 feet in diameter, and surmounted by a *black* spherical cage, has been moored in 5 fathoms at low water spring tides, on the eastern extremity of the Middle Bank, formerly known as Hunter Knoll.

2.—NEW NORTH BANK BUOY.

A *red* buoy, 6 feet in diameter, and surmounted by a *black* conical frustum cage, has been moored in 6 fathoms at low water spring tides, on the southern edge of the North Bank.

3.—OLD NORTH BANK BUOY.

The old North Bank Buoy, No. 27 of the 1877 List of Lights, Buoys, and Beacons, has been replaced by a *red* cask, which will be removed as soon after the 1st proximo as practicable.

4.—WATERMAN BANK LOWER BUOY.

The Waterman Bank Lower Buoy, No. 28 of the 1877 List of Lights, Buoys, and Beacons, will be moved a short distance to the N.E. of its present position, so as to mark the port side of the new channel.

5.—TEMPORARY BUOY.

The *red* temporary cask buoy, now moored to the east of the Waterman Lower Buoy, to mark the edge of the North Bank, will be removed as soon after the 1st proximo as practicable.

Black buoys should be kept on the port hand in going up river, and *red* ones on the starboard hand.

By order of the Inspector General of Customs,

DAVID M. HENDERSON,

Engineer-in-Chief.

IMPERIAL MARITIME CUSTOMS,

ENGINEERS' OFFICE,

SHANGHAI, 5th May 1877.

B. No. 69.

WÊNCHOW DISTRICT.

REEF OF ROCKS NEAR FONGWHANG ISLAND.

THE following information has been received from Captain PAUL, of H.B.M.S. *Mosquito*, through the Commissioner of Customs at Wênchow:—

“The N.W. islet of the two between Flask Island and Fongwhang Island has a reef of rocks running about N.N.E. 8 cables from its northern extremity. It is composed of pinnacle rocks, with 3 to 6 feet of water on them (low water springs), and 17 to 30 feet close round each of them individually.

“The N.N.E. rock is large and flat, and over it the sea often breaks at low water.

“The lead will give no warning. The fishermen report a deep channel between the shoal and Fongwhang Island.

“Latitude 27° 50' 15" N. to 27° 51' N.

“Longitude 121° 12' 10" E.”

By order of the Inspector General of Customs,

DAVID M. HENDERSON,

Engineer-in-Chief.

IMPERIAL MARITIME CUSTOMS,

ENGINEERS' OFFICE,

SHANGHAI, 16th May 1877.

B. No. 70.

YANGTZE RIVER—CHINKIANG DISTRICT.

MUD FORT LIGHT.

NOTICE is hereby given that a *fixed white* light is now regularly exhibited from a sixth order dioptric lens lantern hoisted on a mast 120 feet in from the river's bank, and about 500 yards above Mud Fort Point, situated on the north bank of the river, and a little to the eastward of the eastern end of the Nanking Cut-off or Straw-shoe Channel.

The centre of the light is 66 feet above the present level of the river; in clear weather the light should be visible 7 nautical miles.

By order of the Inspector General of Customs,

DAVID M. HENDERSON,

Engineer-in-Chief.

IMPERIAL MARITIME CUSTOMS,

ENGINEERS' OFFICE,

SHANGHAI, 4th June 1877.

B. No. 71.

TAKOW DISTRICT.

SUNKEN ROCK NEAR TAKOW, FORMOSA.

NOTICE is hereby given that a rock, having only 13 feet of water on it at low water, has been discovered, distant about 200 yards to the S.W. $\frac{3}{4}$ W. of the Ryder Rock, which latter is awash at high water, is a little over one-third of a mile from the shore, and is W. $\frac{3}{4}$ S. from the summit of Ape Hill. (The bearings are magnetic.)

By order of the Inspector General of Customs,

DAVID M. HENDERSON,

Engineer-in-Chief.

IMPERIAL MARITIME CUSTOMS,

ENGINEERS' OFFICE,

SHANGHAI, 18th June 1877.

B. No. 72.

FOOCHOW DISTRICT.

PIHKWAN HARBOUR ROCK.

NOTICE is hereby given that Captain WILLIAMS, of Messrs. BUTTERFIELD & SWIRE's steamer *Chefoo*, observed, on the 24th May last, a rock on which a heavy sea at three-quarters flood was breaking in mid-channel at the entrance to Pihkwan Harbour. The islet off the south end of Chinkwan Island bore from the rock W. by N.; and Pingfong Rock Point, to the west of Pingfong Island, bore N. by E., magnetic. This information has been received from Mr. W. HANDYSIDE TAPP, H.B.M.'s Registrar of Shipping.

By order of the Inspector General of Customs,

DAVID M. HENDERSON,

Engineer-in-Chief.

IMPERIAL MARITIME CUSTOMS,

ENGINEERS' OFFICE,

SHANGHAI, 25th June 1877.

B. No. 73.

CHEFOO DISTRICT.

WRECK BETWEEN CAPE COD AND ALCESTE ISLAND.

NOTICE is hereby given that Captain PRATT, of the C.M.S.N. Co.'s steamer *Haeshin*, reports having seen the mast of a sunken junk projecting 6 feet above the water.

The junk lies in 13 fathoms of water, with—

Kiming Island bearing		S.E. $\frac{1}{4}$ S. by compass.
Eddy Island	„	W. $\frac{1}{2}$ N. „

By order of the Inspector General of Customs,

DAVID M. HENDERSON,

Engineer-in-Chief.

IMPERIAL MARITIME CUSTOMS,

ENGINEERS' OFFICE,

SHANGHAI, 30th June 1877.

B. No. 74.

YANGTZE RIVER—HANKOW DISTRICT.

TEN-FOOT ROCK LIGHT-BOAT.

NOTICE is hereby given that the Ten-foot Rock Light-boat, No. 58 of the 1877 List of Chinese Lights, will, on or about the 15th instant, be moored at the point opposite Yanglow, instead of, as usual during the high-water season, at Cock's Head.

By order of the Inspector General of Customs,

DAVID M. HENDERSON,

Engineer-in-Chief.

IMPERIAL MARITIME CUSTOMS,

ENGINEERS' OFFICE,

SHANGHAI, 2nd July 1877.

B. No. 75.

YANGTZE RIVER—SHANGHAI DISTRICT.

LANGSHAN CROSSING LIGHT-VESSEL.

NOTICE is hereby given that the Langshan Crossing Light-vessel, being damaged, has been removed from her station.

A *red* and *black* vertical striped buoy, 6 feet in diameter and surmounted by a *black* spherical cage, has been moored as near as practicable to the former position of the light-vessel, in 10 fathoms of water, with—

Fushan Fort bearing	S. 63° 20' W.,
White House „	S. 51° W., and
Middle Bank or Hunter's Knoll Buoy bearing . . .	S. 44° 40' E.

By order of the Inspector General of Customs,

DAVID M. HENDERSON,

Engineer-in-Chief.

IMPERIAL MARITIME CUSTOMS,

ENGINEERS' OFFICE,

SHANGHAI, 7th July 1877.

B. No. 76.

NINGPO DISTRICT.

ROCK TO THE EASTWARD OF POOTOO ISLAND.

NOTICE is hereby given that Captain PETERSEN, of the C.M.S.N. Co.'s steamer *Hochung*, has reported a rock, unmarked on the charts, to the eastward of Pootoo Island, and he gives the following magnetic bearings as determining its position:—

West Ninepin Rock	N. 33° E.
Half-tide Rock	N. 12° E.
N.W. point of Isthmus Island	N. 14° W.
Northern end of Pootoo E. bluff	N. 49° W.

The Harbour Master at Ningpo has verified the position of this pinnacle rock, and reported that there will probably be only 6 feet of water on it at low water spring tides, with from 7 to 13 fathoms around it.

See Admiralty Charts Nos. 1,199 and 1,969.

By order of the Inspector General of Customs,

DAVID M. HENDERSON,

Engineer-in-Chief.

IMPERIAL MARITIME CUSTOMS,

ENGINEERS' OFFICE,

SHANGHAI, 27th August 1877.

B. No. 77.

YANGTZE RIVER—SHANGHAI DISTRICT.

BUSH ISLAND BUOY.

NOTICE is hereby given that a *red* and *black* vertically striped buoy, 6 feet in diameter, and surmounted by a black spherical cage, has been moored in 17 feet at low water spring tides, to the north-westward of Bush Island, with—

The "Clump" of Trees bearing	S. 26° W.
High Single Tree bearing	S. 13° W.

Vessels should not pass between this buoy and the north-west end of Bush Island.

BUOY OFF DRINKWATER POINT.

Also, that the 6 feet in diameter fairway North Channel Buoy, off Drinkwater Point, has been replaced by a 10 feet *red* and *black* horizontally striped fairway buoy, surmounted by a

black spherical cage, and moored in 4 fathoms at low water spring tides, with Shaweishan Lighthouse bearing N. 84° E., and distant about 14 miles.

By order of the Inspector General of Customs,

DAVID M. HENDERSON,

Engineer-in-Chief.

IMPERIAL MARITIME CUSTOMS,

ENGINEERS' OFFICE,

SHANGHAI, 17th September 1877.

B. No. 78.

YANGTZE RIVER—SHANGHAI DISTRICT.

"LISMORE" WRECK LIGHT.

NOTICE is hereby given that the *Lismore* wreck screw-pile tower will be removed as soon as practicable, in consequence of the rapid deepening of the water around its foundations.

A *fixed red* light will be shown from the tower as long as possible. On the discontinuance of this light, a *red* light and a *white* light underneath it will be exhibited from a small junk moored about 400 feet to the N. 22° $30'$ E. of the present tower.

WOOSUNG LIGHTHOUSE.

In consequence of the removal of the above-mentioned lighthouse, the *red* sector of light, formerly exhibited from the Woosung Lighthouse and over the port side of the channel on entering, will be resumed.

This light will therefore show—

White between the bank of the Yangtze, to the westward of the lighthouse, and S. 3° $15'$ E.,

Green between S. 3° $15'$ E. and S. 53° $45'$ W.,

White between S. 53° $45'$ W. and S. 70° $30'$ W., and

Red between S. 70° $30'$ W. and the left bank of the Woosung River.

The bearings are magnetic, and taken from seaward.

By order of the Inspector General of Customs,

DAVID M. HENDERSON,

Engineer-in-Chief.

IMPERIAL MARITIME CUSTOMS,

ENGINEERS' OFFICE,

SHANGHAI, 6th December 1877.

B. No. 79.

YANGTZE RIVER—SHANGHAI DISTRICT.

TEMPORARY WITHDRAWAL OF THE "TUNGSHA" LIGHT-VESSEL.

NOTICE is hereby given that on or about the 1st January next the *Tungsha* Light-vessel will be removed from her station for repairs. As soon as repaired, she will return to her old moorings.

TEMPORARY LIGHT-VESSEL.

During the withdrawal of the *Tungsha*, a *fixed white* light, visible in clear weather about 8 miles, will be exhibited from a light-vessel made fast to the *Tungsha's* moorings.

In foggy weather a gong will be sounded at *one-minute* intervals.

The hull is painted *red*, and the ball on the mast is 8 feet in diameter, and painted *black*.

By order of the Inspector General of Customs,

DAVID M. HENDERSON,

Engineer-in-Chief.

IMPERIAL MARITIME CUSTOMS,

ENGINEERS' OFFICE,

SHANGHAI, 14th December 1877.

B. No. 80.

YANGTZE RIVER—SHANGHAI DISTRICT.

KIUTOAN LIGHT-VESSEL.

NOTICE is hereby given that on or about the 1st March next a light-vessel, showing a *fixed white* light, will be moored in mid-channel to the N.E. of the Kiutoan Lighthouse.

The light will be a catoptric one, elevated 35 feet above the sea, and in clear weather it should be visible from a distance of 11 nautical miles.

A small *white* light will be exhibited from the forestay, at a height of 6 feet above the rail, for the purpose of showing in what direction the vessel is riding.

The light-vessel will be painted *red*, with the word "KIUTOAN" in *white* letters on each side, and she will have one mast surmounted by an 8 feet black ball.

In foggy weather a 10 cwt. fog bell will be struck *three double blows* in *each minute*, the interval between the blows of each pair being *five seconds*, and between two successive pairs of blows, *fifteen seconds*.

If the light-vessel be driven from her proper position to one where she is of no use as a guide to shipping, the usual light will not be exhibited; but a *fixed red* light will be exhibited at each end of the vessel; the ball will be struck as soon as possible, and till struck it will be surmounted by a *red* flag.

KIUTOAN LIGHTHOUSE.

As soon as the above-mentioned light-vessel is in position, the light now shown from the Kiutoan Lighthouse will be discontinued. This is the Light No. 24 in the 1877 or fifth issue of Chinese Lights.

By order of the Inspector General of Customs,

DAVID M. HENDERSON,

Engineer-in-Chief.

IMPERIAL MARITIME CUSTOMS,

ENGINEERS' OFFICE,

SHANGHAI, 11th January 1878.

B. No. 81.

YANGTZE RIVER—SHANGHAI DISTRICT.

REPLACING THE "TUNGSHA" LIGHT-VESSEL.

WITH reference to Notice to Mariners No. 79, of the 14th December 1877, on the temporary withdrawal of the *Tungsha* Light-vessel, notice is hereby given that the *Tungsha* has again been placed in her station, and the temporary light-vessel withdrawn.

"KIUTOAN" LIGHT-VESSEL.

The *Kiutoan* Light-vessel will not be ready for her station till about the 1st April next.

By order of the Inspector General of Customs,

DAVID M. HENDERSON,

Engineer-in-Chief.

IMPERIAL MARITIME CUSTOMS,

ENGINEERS' OFFICE,

SHANGHAI, 28th February 1878.

B. No. 82.

FOOCHOW DISTRICT.

REEF OF ROCKS TO THE WESTWARD OF MATSOU ISLAND.

NOTICE is hereby given that the dangerous reef of rocks on which the barque *Benjamin Aymar* recently struck has been surveyed by the revenue cruiser *Ling Feng*, Captain J. FARROW.

The following magnetic bearings are from the centre of the reef:—

"Sharp Peak"	S. $76\frac{1}{2}^{\circ}$ W.
"Sea Dog" Islet	S. 56° E.
Eastern "Square Rock"	N. $10\frac{1}{2}^{\circ}$ W.

This reef, about 3 cables in length and 2 in width, extends in a north-easterly direction, and has two pinnacle rocks, about 2 cables apart, with 10 feet of water on them at low water springs. These rocks have from 3 to 8 fathoms of water between them.

By order of the Inspector General of Customs,

DAVID M. HENDERSON,

Engineer-in-Chief.

IMPERIAL MARITIME CUSTOMS,

ENGINEERS' OFFICE,

SHANGHAI, 9th March 1878.

B. No. 83.

YANGTZE RIVER—SHANGHAI DISTRICT.

KIUTOAN SMALL BEACON LIGHT.

NOTICE is hereby given that on or about the 1st May next the Kiutoan Small Beacon Light, No. 25 of the 1878 List of Chinese Lights, will be altered so as to show a *fixed red* light, visible all round, except on the landward side; the sector of *white* light formerly exhibited being changed to *red*.

The illuminating apparatus is dioptric, of the sixth order, and in clear weather the light should be visible 5 nautical miles.

By order of the Inspector General of Customs,

DAVID M. HENDERSON,

Engineer-in-Chief.

IMPERIAL MARITIME CUSTOMS,

ENGINEERS' OFFICE,

SHANGHAI, 11th April 1878.

B. No. 84.**RIVER MIN—FOOCHOW DISTRICT.**

THE following dangers have recently been examined by H.B.M.'s surveying vessel *Nassau*, Captain R. H. NAPIER, R.N., in charge of survey:—

1.—“BENJAMIN AYMAR” ROCK.

This rock, on which the American barque *Benjamin Aymar* struck in January 1878, consists of a small rocky patch, with 3 feet of water on its shoalest part at low water springs. A depth of from 9 to 10 fathoms was obtained in every direction at a distance of $1\frac{1}{2}$ cables from it, the bottom being mud.

Changechi Peak bears	N. 68° E. from the rock.
Middle Dog Lighthouse bears	S. 37° E. „ „
Sea Dog Summit bears	S. 59° E. „ „
Sea Cat „ „	S. 71° E. „ „

Clearing Marks.—The southern extreme of Changechi Island in line with the northern extreme of Matsou Island leads clear to the southward, and Crab Island should not be brought to bear eastward of north to clear to the eastward.

2.—“NORMAN COURT” ROCK.

This rock consists of two pinnacles lying in a north and south direction, and distant $1\frac{1}{4}$ cables from each other. The southern one is distant $4\frac{3}{4}$ cables from Flat Rock, and has 9 feet of water over it at low water springs, with deep water close around; but a rocky ledge, with 6 fathoms over it, extends $1\frac{1}{2}$ cables to the S.E. by S. of it. The northern one has only 6 feet over it at low water springs. There is also a rocky patch, with $2\frac{1}{4}$ fathoms over it, to the S.S.E. $\frac{3}{4}$ E. of Flat Rock, and distant from it $2\frac{3}{4}$ cables.

Flat Rock Summit bears	N. 7° 10' W. from the S. pinnacle.
Changechi Peak „	N. 16° E. from the S. pinnacle.
Matsou „ „	N. 69° W. „ „
Sea Dog Summit „	S. 5° W. „ „

3.—PILOT ROCK.

This danger (described at page 276 of the “China Sea Directory,” vol. iii, 1874, as lying 3 miles east from the Sea Cat, but unnamed) is $3\frac{1}{4}$ miles from the Sea Cat, and consists of a pinnacle of small extent, on which the sea breaks at low water springs, there then being about 1 foot of water over it.

Changechi Peak bears	N. 17° W. from the rock.
Sea Cat Summit „	S. 87° W. „ „
Sea Dog „ „	S. 63° 15' W. from the rock.

This notice affects Admiralty Charts Nos. 1,262, 1,761, and 2,400.
All bearings are magnetic; variation in 1873, 1° W.

By order of the Inspector General of Customs,

DAVID M. HENDERSON,

Engineer-in-Chief.

IMPERIAL MARITIME CUSTOMS,
ENGINEERS' OFFICE,
SHANGHAI, 16th April 1878.

B. No. 85.

YANGTZE RIVER—SHANGHAI DISTRICT.

“KIUTOAN” LIGHT-VESSEL.

NOTICE is hereby given that on the 23rd instant the *Kiutoan* Light-vessel, showing a *fixed white* light, was moored in mid-channel, and in 5 fathoms at low water spring tides, with the Kiutoan Lighthouse bearing S. 67° W., magnetic, and distant about 1.6 nautical miles.

The light is a catoptric one, elevated 35 feet above the sea, and in clear weather it should be visible from a distance of 11 nautical miles.

A small *white* light is exhibited from the forestay, at a height of 6 feet above the rail, for the purpose of showing in what direction the vessel is riding.

The light-vessel is painted *red*, with the word “KIUTOAN” in *white* letters on each side, and she has one mast surmounted by an 8 feet *black* ball.

In foggy weather a 10 cwt. fog bell will be struck *three double blows* in *each minute*, the interval between the blows of each pair being *five seconds*, and between two successive pairs of blows, *fifteen seconds*.

If the light-vessel be driven from her proper position to one where she is of no use as a guide to shipping, the usual light will not be exhibited, but a *fixed red* light will be shown at each end of the vessel; the ball will be struck as soon as possible, and till struck it will be surmounted by a *red* flag.

KIUTOAN LIGHTHOUSE.

The light formerly shown from the Kiutoan Lighthouse (No. 24 in the 1878 or sixth issue of the List of Chinese Lights) has been discontinued.

No. 1 BLOCKHOUSE SHOAL BUOY.

The No. 1 Blockhouse Shoal Buoy (No. 26 in the 1878 List of Chinese Lights) has been removed.

No. 2 BLOCKHOUSE SHOAL BUOY.

The old red No. 2 Blockhouse Shoal Buoy (No. 27 in the 1878 List of Chinese Lights), 6 feet in diameter at the water line, and surmounted by a *black* spherical cage, has been moored in 5 fathoms at low water spring tides, with the Kiutoan Lighthouse bearing S. 8° 30' W., magnetic, and distant about 2.9 nautical miles. It marks the S.W. edge of a bank, dry at low water, and only 1 cable to the eastward of it, and has no number painted on it.

By order of the Inspector General of Customs,

DAVID M. HENDERSON,

IMPERIAL MARITIME CUSTOMS,

ENGINEERS' OFFICE,

SHANGHAI, 27th April 1878.

Engineer-in-Chief.

B. No. 86.

YANGTZE RIVER—SHANGHAI DISTRICT.

BUOYS AT THE LANGSHAN.

1.—MIDDLE BANK BUOY.

THIS buoy has been painted *red*, surmounted by a *black* conical frustum cage, and shifted about 200 feet to the north of its former position. It is moored in 5 fathoms at low water spring tides, and marks the starboard side of the channel between the bank to the westward of Plover Point and the north bank.

2.—WATERMAN BANK LOWER BUOY.

This *black* buoy, now a conical one, 6 feet in diameter, and surmounted by a *black* spherical cage, has been shifted about three-quarters of a mile to the northward of its former position. It is moored in 4¼ fathoms at low water spring tides, and marks the N.E. edge of the Waterman Bank.

3.—LANGSHAN BUOY.

This buoy has been painted *red*, as it now marks the S.W. edge of the bank to the eastward of it, and it is moored in 6 fathoms at low water spring tides.

As the banks near the Langshan Crossing are liable to sudden changes, this part of the river should be navigated with caution, and the lead kept going.

By order of the Inspector General of Customs,

DAVID M. HENDERSON,

IMPERIAL MARITIME CUSTOMS,

ENGINEERS' OFFICE,

SHANGHAI, 30th April 1878.

Engineer-in-Chief.

B. No. 87.

SHANGHAI DISTRICT—WOOSUNG.

NOTICE is hereby given that in consequence of a change in the shoals at the entrance of the Woosung River, the following alterations were made on the 11th May 1878:—

1.—WOOSUNG BUOY.

This buoy (No. 29 in the Chinese List of Lights, Buoys, and Beacons of 1878), painted *red* and *black* vertical stripes, on the starboard hand of the channel at the entrance of the Woosung River, has been shifted 460 feet to the S. 11° W. of its former position.

2.—WOOSUNG LIGHTHOUSE.

For the same reason, this light has been altered so as to show—

White between the bank of the Yangtze, to the westward of the lighthouse, and S. 1° E.

Green between S. 1° E. and S. 56° W.

White between S. 56° W. and S. 70° 30' W.

Red (remaining as formerly) between S. 70° 30' W. and the opposite bank of the Woosung River.

The bearings are magnetic, and taken from seaward.

By order of the Inspector General of Customs,

GERALD E. WELLESLEY,

Acting Engineer-in-Chief.

IMPERIAL MARITIME CUSTOMS,

ENGINEERS' OFFICE,

SHANGHAI, 13th May 1878.

B. No. 88.

PEIHO RIVER—TIENTSIN DISTRICT.

TAKU BAR LIGHT.

NOTICE is hereby given that on the 4th instant a *fixed white* light was exhibited, and will continue to be shown, on the China Merchants' Steam Navigation Company's hulk *Aden*, now moored outside the Taku Bar in 17 feet low water ordinary springs.

The light, which is dioptric, is 36 feet above the water line, and should be visible 10 miles on clear nights.

Latitude $38^{\circ} 53' N.$

Longitude $117^{\circ} 50' 30'' E.$

The Red Buoy, which is distant $3\frac{1}{2}$ miles, bears N. 35° W.

By order of the Inspector General of Customs,

GERALD E. WELLESLEY,

Acting Engineer-in-Chief.

IMPERIAL MARITIME CUSTOMS,

ENGINEERS' OFFICE,

SHANGHAI, 12th August 1878.

B. No. 89.

SHANGHAI DISTRICT—WOOSUNG.

1.—“LISMORE” WRECK LIGHT.

NOTICE is hereby given that the foundations of the *Lismore* wreck screw-pile lighthouse have been removed, and the Woosung Light-boat has been shifted 600 feet to the south of its former position, and occupies the previous position of the lighthouse.

2.—WOOSUNG BUOY.

The Woosung Buoy (No. 29 in the Chinese List of Lights, Buoys, and Beacons for 1878), painted *red* and *black* vertical stripes, has been shifted 600 feet to the east of its former position.

3.—WOOSUNG LIGHTHOUSE.

This light has been altered so as to show—

White between the bank of the Yangtze, to the west of the lighthouse, and S. 2° W.

Green between S. 2° W. and S. $59^{\circ} 15'$ W.

White between S. $59^{\circ} 15'$ W. and S. $72^{\circ} 20'$ W.

Red between S. $72^{\circ} 20'$ W. and the opposite bank of the Woosung River.

The bearings are magnetic, and taken from seaward.

Vessels of heavy draught will at present find the deepest water by passing from half a cable to a cable to the northward of the light-boat, but the Outer Bar is subject to frequent changes.

By order of the Inspector General of Customs,

GERALD E. WELLESLEY,

Acting Engineer-in-Chief.

IMPERIAL MARITIME CUSTOMS,

ENGINEERS' OFFICE,

SHANGHAI, 27th August 1878.

B. No. 90.

SWATOW DISTRICT—MIRS BAY.

THE following notification has been published by the Hongkong Government:—

“Notice is hereby given that a dangerous rocky patch exists in the fairway into Mirs Bay.

“The following magnetic bearings are from it:—

“Fung Head N. 16° W.

“South end of Basalt Island N. 87° W.

“East Ninepin Rock and south part of South Ninepin in line S. 55° W.

“North-east Head, Tamkan S. 25° W.

“This patch, about 40 feet long by 30 feet broad, extends in a north-east direction, with 3 fathoms of water on it at low water springs, and 15 fathoms close to.

“H.M.S. *Victor Emanuel*, Hongkong, 7th August 1878.

“(Signed)

J. DIXON,

“Staff Commander, R.N.”

By order of the Inspector General of Customs,

GERALD E. WELLESLEY,

Acting Engineer-in-Chief.

IMPERIAL MARITIME CUSTOMS,

ENGINEERS' OFFICE,

SHANGHAI, 29th August 1878.

B. No. 91.**WÊNCHOW DISTRICT—WÊNCHOW HARBOUR.****“LION ROCK” BEACON.***

NOTICE is hereby given that a beacon has been erected on a small pinnacle rock called “Shih Shih” (Lion Rock), submerged 8 feet at high water springs, situated near the anchorage at Wênchow, about 600 feet S.E. of the east end of the island known as the Chianghsinssü, which is in the middle of the river, opposite the north wall of the city.

The beacon consists of a pole, 15 inches in diameter, painted *black* and *white* alternate bands, on which is fixed a ball, 6 feet in diameter, painted *black*, with a horizontal *white* band round the centre.

The top of the pole is 24 feet above high water springs. The centre of the ball is 15 feet above high water springs.

By order of the Inspector General of Customs,

GERALD E. WELLESLEY,

Acting Engineer-in-Chief.

IMPERIAL MARITIME CUSTOMS,

ENGINEERS' OFFICE,

SHANGHAI, 20th September 1878.

* This beacon should have been called Elephant Rock (Hsiang Shih) Beacon. It is correctly described in the “List of the Chinese Lighthouses, Light-vessels, Buoys, and Beacons” for 1882.

B. No. 92.**YANGTZE RIVER—CHINKIANG DISTRICT.****BEAVER OR POTTINGER ISLAND LIGHT.**

NOTICE is hereby given that the Beaver Island Beacon Light has been shifted 500 yards to the S. 15° E. of its former position, in consequence of the washing away of the river embankment.

By order of the Inspector General of Customs,

GERALD E. WELLESLEY,

Acting Engineer-in-Chief.

IMPERIAL MARITIME CUSTOMS,

ENGINEERS' OFFICE,

SHANGHAI, 21st September 1878.

B. No. 93.

RIVER MIN—FOOCHOW DISTRICT.

“BENJAMIN AYMAR” ROCK.

NOTICE is hereby given that a *red* and *black* chequered buoy, 6 feet in diameter, surmounted by a *black* diamond-shaped cage, will shortly be placed at the “Benjamin Aymar” Rock, on which the American barque *Benjamin Aymar* struck in January 1878, near the “North Channel” entrance to the Foochow River.

For bearings, etc., see Notice to Mariners No. 84, of 16th April 1878.

By order of the Inspector General of Customs,

GERALD E. WELLESLEY,

Acting Engineer-in-Chief.

IMPERIAL MARITIME CUSTOMS,

ENGINEERS' OFFICE,

SHANGHAI, 23rd September 1878.

B. No. 94.

RIVER MIN—FOOCHOW DISTRICT.

HALF-TIDE BEACON.

NOTICE is hereby given that during the rebuilding of the Half-tide Beacon, situated in the River Min, $2\frac{1}{4}$ miles N.N.E. of the Mingan Pass, a boat will be stationed a short distance to the westward of it.

A *red* flag will be flown at the masthead during the day, and a *red* light shown at night.

By order of the Inspector General of Customs,

GERALD E. WELLESLEY,

Acting Engineer-in-Chief.

IMPERIAL MARITIME CUSTOMS,

ENGINEERS' OFFICE,

SHANGHAI, 25th September 1878.

B. No. 95.

RIVER MIN—FOOCHOW DISTRICT.

AYMAR BUOY.

NOTICE is hereby given that on the 25th October a *red* and *black* chequered buoy, 6 feet in diameter, surmounted by a *black* diamond-shaped cage, was moored in 11 fathoms, low water,



900 feet E.N.E. of the east end of the reef known as the "Benjamin Aymar Rock," which is situated near the "North Channel" entrance to the Foochow River.

The name "AYMAR" is painted on the buoy in *white*.

The following are the magnetic bearings from the reef, given by Captain R. H. NAPIER, R.N., commanding H.B.M. surveying vessel *Nassau* :—

Ch'angch'i Peak bears	N. 68° E.
Middle Dog Lighthouse bears	S. 37° E.
Sea Dog Summit bears	S. 59° E.
Sea Cat „ „	S. 71° E.

See Admiralty Charts Nos. 1,262, 1,761, and 2,400.

By order of the Inspector General of Customs,

GERALD E. WELLESLEY,

Acting Engineer-in-Chief.

IMPERIAL MARITIME CUSTOMS,

ENGINEERS' OFFICE,

SHANGHAI, 6th November 1878.

B. No. 96.

YANGTZE RIVER—SHANGHAI DISTRICT.

CHANGE IN THE LANGSHAN CROSSING.

1.—MIDDLE BANK BUOY.

THIS buoy has been shifted about 3 cables to the westward of its former position. It is moored in 7 fathoms at low water, and marks the starboard side of the channel, when entering the crossing.

2.—NORTH BANK BUOY.

This buoy has now been painted *black*. It is moored in 5 fathoms at low water, and marks the port side of the channel, between the south and north banks. It will, until further notice, be called the South Bank Buoy.

3.—WATERMAN BANK LOWER BUOY.

This buoy has been shifted about $1\frac{1}{2}$ cables to the S.W. of its former position. It is moored in $4\frac{1}{4}$ fathoms at low water, and marks the N.E. edge of the Waterman Lower Bank.

4.—WATERMAN BANK UPPER BUOY.

This buoy has been moved about 4 cables to the W.N.W. of its former position. It is moored in 7 fathoms at low water, and marks the east edge of the Upper Waterman Bank, which is very steep.

By order of the Inspector General of Customs,

GERALD E. WELLESLEY,

Acting Engineer-in-Chief.

IMPERIAL MARITIME CUSTOMS,

ENGINEERS' OFFICE,

SHANGHAI, 9th November 1878.

B. No. 97.

YANGTZE RIVER—SHANGHAI DISTRICT.

1.—ACTÆON BUOY.

THIS buoy has been shifted about 900 feet E. by S. of its former position. It is moored in 5 fathoms at low water, and marks the S.W. edge of the Actæon Shoal.

Fork Tree bears S. 9° W.

Centaur Buoy bears N. 24° W.

Langshan Pagoda bears. N. 37° W.

2.—VINE POINT BUOY.

This buoy has been shifted about half a mile W.N.W. of its former position. It is moored in 4½ fathoms at low water, and marks the western edge of the Vine Point Shoal.

Langshan Pagoda bears N. 67° E.

Fushan Fort „ S. 29° W.

North Tree Light „ N. 2° W.

By order of the Inspector General of Customs,

GERALD E. WELLESLEY,

Acting Engineer-in-Chief.

IMPERIAL MARITIME CUSTOMS,

ENGINEERS' OFFICE,

SHANGHAI, 17th December 1878.

B. No. 98.

SHANGHAI DISTRICT—WOOSUNG RIVER.

WOOSUNG INNER BAR SIGNALS.

NOTICE is hereby given that on and after the 31st March 1879 geometrical signals will be substituted for the flags now in use at the Woosung Inner Bar Station, showing the depth of water on the bar during the day.

NOTICES TO MARINERS :

An explanatory diagram, showing the signals which indicate the depth of water from 10 feet to $24\frac{1}{2}$ feet, and which will show the same in approaching the signal station both from Shanghai and from seaward, is added herewith.

To indicate a rising tide, a ball will be hoisted at the masthead.

In case of there being greater or less depths of water than here given, the number of feet will be signalled by the "Universal Code of Signals" at the masthead, and the half feet by a red and white flag at the yard-arm.

By order of the Inspector General of Customs,

IMPERIAL MARITIME CUSTOMS,
ENGINEERS' OFFICE,

SHANGHAI, 31st January 1879.

GERALD E. WELLESLEY,
Acting Engineer-in-Chief.

Depth of Water on Bar.	South Yard-arm.	North Yard-arm.	數尺深水 尺英照均	Depth of Water on Bar.	South Yard-arm.	North Yard-arm.	數尺深水 尺英照均
10 feet	▲	◆	十尺	$17\frac{1}{2}$ feet	●	●	十七尺半
$10\frac{1}{2}$ "	▲	⊗	十尺半	18 "	●	■	十八尺
11 "	◆		十一尺	$18\frac{1}{2}$ "	●	▲	十八尺半
$11\frac{1}{2}$ "	◆	●	十一尺半	19 "	●	◆	十九尺
12 "	◆	■	十二尺	$19\frac{1}{2}$ "	●	⊗	十九尺半
$12\frac{1}{2}$ "	◆	▲	十二尺半	20 "	⊗		二十尺
13 "	◆	◆	十三尺	$20\frac{1}{2}$ "	⊗	●	二十尺半
$13\frac{1}{2}$ "	◆	⊗	十三尺半	21 "	⊗	■	二十一尺
14 "	■		十四尺	$21\frac{1}{2}$ "	⊗	▲	二十一尺半
$14\frac{1}{2}$ "	■	●	十四尺半	22 "	⊗	◆	二十二尺
15 "	■	■	十五尺	$22\frac{1}{2}$ "	⊗	⊗	二十二尺半
$15\frac{1}{2}$ "	■	▲	十五尺半	23 "	▲		二十三尺
16 "	■	◆	十六尺	$23\frac{1}{2}$ "	▲	●	二十三尺半
$16\frac{1}{2}$ "	■	⊗	十六尺半	24 "	▲	■	二十四尺
17 "	●		十七尺	$24\frac{1}{2}$ "	▲	▲	二十四尺半

B. No. 99.

PEIHO RIVER—TIENTSIN DISTRICT.

TAKU BAR LIGHT.

NOTICE is hereby given that on the 9th instant the hulk *Aden* sank at her moorings, outside the Taku Bar, in 3 fathoms at low water springs.

The "Taku Bar Light," which was exhibited at her mast, will therefore be discontinued for the present.

By order of the Inspector General of Customs,

GERALD E. WELLESLEY,

Acting Engineer-in-Chief.

IMPERIAL MARITIME CUSTOMS,

ENGINEERS' OFFICE,

SHANGHAI, 14th March 1879.

B. No. 100.

SHANGHAI DISTRICT—WOOSUNG RIVER.

WOOSUNG INNER BAR SIGNALS.

NOTICE is hereby given that on the 31st March 1879 geometrical signals were substituted for the flags formerly used for showing the depth of water on the bar during the day.

For particulars, see "Notice to Mariners No. 98" of the 31st January last, which was published in the Hongkong and Shanghai papers up to this date.

By order of the Inspector General of Customs,

GERALD E. WELLESLEY,

Acting Engineer-in-Chief.

IMPERIAL MARITIME CUSTOMS,

ENGINEERS' OFFICE,

SHANGHAI, 31st March 1879.

B. No. 101.

SHANGHAI DISTRICT—YANGTZE RIVER.

NOTICE is hereby given that information has been received from Captain CROAD, of the C.M.S.N. Co.'s steamer *Fuyew*, that on the 8th instant he passed a sunken junk on the south side of the channel, about 5 miles inside the *Tungsha* Light-vessel, the *Kiutoan* Light-vessel bearing about N.W. by N.

By order of the Inspector General of Customs,

GERALD E. WELLESLEY,

Acting Engineer-in-Chief.

IMPERIAL MARITIME CUSTOMS,

ENGINEERS' OFFICE,

SHANGHAI, 9th May 1879.

B. No. 102.

RIVER MIN—FOOCHOW DISTRICT.

AYMAR ROCK BUOY.

NOTICE is hereby given that in July next a *red* and *black* chequered nun buoy, 6 feet in diameter, and without a cage, will be used to mark the Aymar Rock during the temporary removal for painting of the present buoy.

By order of the Inspector General of Customs,

DAVID M. HENDERSON,

Engineer-in-Chief.

IMPERIAL MARITIME CUSTOMS,

ENGINEERS' OFFICE,

SHANGHAI, 10th June 1879.

B. No. 103.

CANTON RIVER AND DISTRICT.

TAISHEK BARRIER BEACONS.

A SPAR beacon, showing 25 feet above high water, painted in bands, the lower one *black*, the middle one *white*, and the upper one *red*, and surmounted by a wooden disc, has been erected 325 feet north-west of the more westerly of the old beacons, to mark the western extremity of the Taishek Barrier. A fixed *red* light is exhibited on this beacon during the night.

The round wooden frame has been removed from the present centre beacon, and the light formerly exhibited thereon has been discontinued. No alteration has been made to the eastern beacon or in its *red* light.

By order of the Inspector General of Customs,

DAVID M. HENDERSON,

IMPERIAL MARITIME CUSTOMS,

Engineer-in-Chief.

ENGINEERS' OFFICE,

SHANGHAI, 29th July 1879.

B. No. 104.

RIVER HAN—SWATOW DISTRICT.

MADRAS ROCK BUOY.

NOTICE is hereby given that a *red* and *black* chequered square wooden buoy, surmounted by a 2½ feet in diameter *black* spherical cage, has been moored 20 feet N.W. of the "Madras" Rock, which has only 8 feet of water on it at low water spring tides.

By order of the Inspector General of Customs,

DAVID M. HENDERSON,

IMPERIAL MARITIME CUSTOMS,

Engineer-in-Chief.

ENGINEERS' OFFICE,

SHANGHAI, 25th August 1879.

B. No. 105.

RIVER HAN—SWATOW DISTRICT.

BEACON ON THE GOCHANG ROCK.

NOTICE is hereby given that a *red* and *black* chequered granite beacon, 5 feet in diameter, 5 feet high, and carrying a 5 feet high pole surmounted by a *black* wicker basket, 2 feet in diameter, has been erected on the Gochang Rock, Swatow Harbour.

From the beacon Gochang Point bears S. 31° E., and is distant 350 yards.

„ „ Bottefurh's Rock bears N. 76° E.

By order of the Inspector General of Customs,

DAVID M. HENDERSON,

Engineer-in-Chief.

IMPERIAL MARITIME CUSTOMS,

ENGINEERS' OFFICE,

SHANGHAI, 20th October 1879.

B. No. 106.

ENTRANCE TO YANGTZE—SHANGHAI DISTRICT.

ARIADNE ROCK WHISTLING BUOY.

NOTICE is hereby given that a *red* and *black* chequered automatic whistling buoy, 8 feet in diameter at the water line, has been moored 50 fathoms to the south of the Ariadne Rock.

By order of the Inspector General of Customs,

DAVID M. HENDERSON,

Engineer-in-Chief.

IMPERIAL MARITIME CUSTOMS,

ENGINEERS' OFFICE,

SHANGHAI, 14th November 1879.

B. No. 107.

YANGTZE RIVER—SHANGHAI DISTRICT.

“LISMORE” WRECK LIGHT-BOAT.

NOTICE is hereby given that the brig *Condor* has been sunk where the *Lismore* wreck light-boat was formerly moored. A *white* light will be shown from the wreck when the weather allows.

The light-boat has been re-moored about 300 feet to the east of the wreck *Condor*, and will continue to show a *red* light, with a *white* one underneath it, as before.

By order of the Inspector General of Customs,

DAVID M. HENDERSON,

IMPERIAL MARITIME CUSTOMS,

Engineer-in-Chief.

ENGINEERS' OFFICE,

SHANGHAI, 24th November 1879.

B. No. 108.

YANGTZE RIVER—SHANGHAI DISTRICT.

BUSH ISLAND BUOY.

NOTICE is hereby given that the Bush Island *red* and *black* vertical striped buoy has been moved, and is now moored in 5 fathoms at low water spring tides, with—

The “Clump of Trees” bearing S. 45° W., magnetic, and
 “High Single Tree” „ S. 3° E. „

Vessels should not pass between this buoy and Bush Island.

By order of the Inspector General of Customs,

DAVID M. HENDERSON,

IMPERIAL MARITIME CUSTOMS,

Engineer-in-Chief.

ENGINEERS' OFFICE,

SHANGHAI, 11th December 1879.

B. No. 109.

AMOY DISTRICT.

"LUNAN" WRECK IN AMOY OUTER HARBOUR.

NOTICE is hereby given that a junk, showing from her masthead a *fixed white* light, visible in clear weather about 3 miles, has been moored over the wreck of the *Lunan* in Amoy Outer Harbour.

The wreck lies in 7 fathoms at low water springs, with—

Tsingseu Light bearing		S. 41° E., magnetic, and
Taitan	„ „	S. 85° E. „

By order of the Inspector General of Customs,

DAVID M. HENDERSON,

IMPERIAL MARITIME CUSTOMS,

Engineer-in-Chief.

ENGINEERS' OFFICE,

SHANGHAI, 6th January 1880.

B. No. 110.

SHANGHAI DISTRICT.

WRECK NEAR THE NORTH SADDLE ISLAND.

NOTICE is hereby given that Mr. E. HJOUSBERY, pilot, has reported the wreck of a barque, with the North Saddle Lighthouse bearing south-east by east, easterly, and the westernmost rock off the Side Saddle Islands south by east. At present some of the spars are visible.

By order of the Inspector General of Customs,

DAVID M. HENDERSON,

IMPERIAL MARITIME CUSTOMS,

Engineer-in-Chief.

ENGINEERS' OFFICE,

SHANGHAI, 10th January 1880.

B. No. 111.

YANGTZE RIVER—SHANGHAI DISTRICT.

WRECK NEAR THE "TUNGSHA."

NOTICE is hereby given that the master of the *Tungsha* Light-vessel has reported a wrecked junk, W. by N., and distant 3 to 3½ miles from the light-vessel. The wreck is in about 23 feet at low water spring tides, and its mast is still visible.

"LISMORE" WRECK LIGHT-BOAT.

The *Condor* wreck, referred to in Notice to Mariners No. 107, has been blown up, and the *Lismore* wreck light-boat has been made fast to her old moorings.

By order of the Inspector General of Customs,

DAVID M. HENDERSON,

Engineer-in-Chief.

IMPERIAL MARITIME CUSTOMS,

ENGINEERS' OFFICE,

SHANGHAI, 14th February 1880.

B. No. 112.

YANGTZE RIVER—SHANGHAI DISTRICT.

WRECK NEAR THE "TUNGSHA."

NOTICE is hereby given that the junk wrecked about 3 miles W. by N. from the *Tungsha* Light-vessel, and referred to in Notice to Mariners No. 111, has been blown up.

By order of the Inspector General of Customs,

DAVID M. HENDERSON,

Engineer-in-Chief.

IMPERIAL MARITIME CUSTOMS,

ENGINEERS' OFFICE,

SHANGHAI, 25th February 1880.

B. No. 113.

AMOY DISTRICT.

"LUNAN" WRECK IN AMOY OUTER HARBOUR.

NOTICE is hereby given that the wreck of the *Lunan* in Amoy Outer Harbour has been blown up, and that the light-junk referred to in Notice to Mariners No. 109, of the 6th January last, has been discontinued.

By order of the Inspector General of Customs,

DAVID M. HENDERSON,

Engineer-in-Chief.

IMPERIAL MARITIME CUSTOMS,

ENGINEERS' OFFICE,

SHANGHAI, 12th March 1880.

B. No. 114.

YANGTZE RIVER—SHANGHAI DISTRICT.

"LISMORE" WRECK LIGHT-BOAT.

NOTICE is hereby given that the *Lismore* wreck light-boat broke adrift from her moorings in the recent gale. It will be replaced as soon as practicable.

A papico has been sunk abreast of the Woosung Lighthouse and near the channel.

By order of the Inspector General of Customs,

DAVID M. HENDERSON,

Engineer-in-Chief.

IMPERIAL MARITIME CUSTOMS,

ENGINEERS' OFFICE,

SHANGHAI, 19th March 1880.

B. No. 115.

YANGTZE RIVER—SHANGHAI DISTRICT.

“LISMORE” WRECK LIGHT-BOAT.

NOTICE is hereby given that the *Lismore* wreck light-boat has been replaced, and that the papico referred to in Notice to Mariners No. 114 has been beached at Pheasant Point.

By order of the Inspector General of Customs,

DAVID M. HENDERSON,

Engineer-in-Chief.

IMPERIAL MARITIME CUSTOMS,

ENGINEERS' OFFICE,

SHANGHAI, 24th March 1880.

B. No. 116.

YANGTZE RIVER—CHINKIANG DISTRICT.

MUD ISLAND LIGHT.

NOTICE is hereby given that on or about the 20th May next the Mud Island Light will be removed and re-erected on the upper end of Cooper Island, known also as Cooper Bank.

By order of the Inspector General of Customs,

DAVID M. HENDERSON,

Engineer-in-Chief.

IMPERIAL MARITIME CUSTOMS,

ENGINEERS' OFFICE,

SHANGHAI, 29th April 1880.

B. No. 117.

YANGTZE RIVER—SHANGHAI DISTRICT.

ACTÆON AND MIDDLE BANK BUOYS.

NOTICE is hereby given that the Actæon and Middle Bank Buoys have been painted *black*, as they now indicate the port side of the channel to vessels bound up river.

The positions of these buoys have not been altered.

By order of the Inspector General of Customs,

DAVID M. HENDERSON,

Engineer-in-Chief.

IMPERIAL MARITIME CUSTOMS,

ENGINEERS' OFFICE,

SHANGHAI, 29th April 1880.

B. No. 118.

SWATOW DISTRICT.

CAPE OF GOOD HOPE LIGHTHOUSE.

NOTICE is hereby given that the Cape of Good Hope Light was exhibited for the first time at sunset of the 28th instant.

The illuminating apparatus is dioptric of the fourth order, showing a *fixed red* light from S. 32° E. to S. 10° E., a *fixed white* light, eclipsed for about 4 seconds every minute, from S. 10° E. round by S. and W. to N. 8½° E., and a *fixed red* light, eclipsed for about 4 seconds every minute, from N. 8½° E. till it is shut in by Mauerh Point. The bearings are magnetic, and from seaward.

The light is elevated 171 feet above the level of the sea, and in clear weather the *white* light should be visible at a distance of 15 nautical miles, and the *red* light at 8.

The tower is round, of iron, 10 feet high, and with a total height from its base to the lantern vane of 22 feet.

The tower, dwellings, and boundary wall are painted *white*.

Approximate Position :—Latitude 23° 14' N.

Longitude 116° 47' E.

By order of the Inspector General of Customs,

DAVID M. HENDERSON,

Engineer-in-Chief.

IMPERIAL MARITIME CUSTOMS,

ENGINEERS' OFFICE,

SWATOW, 31st May 1880.

B. No. 119.

SWATOW DISTRICT.

SUGAR LOAF ISLAND LIGHTHOUSE.

NOTICE is hereby given that the Sugar Loaf Island Light was exhibited for the first time at sunset of the 29th instant.

The illuminating apparatus is dioptric of the sixth order, showing a *fixed white* light, varied by *red* flashes at *half-minute* intervals, and visible all round.

The light is elevated 200 feet above the level of the sea, and in clear weather it should be visible 8 nautical miles.

The tower is round, of iron, $9\frac{1}{2}$ feet high, and with a total height from its base to the lantern vane of $21\frac{1}{2}$ feet.

The tower and lantern dome are painted *red*, and the dwellings *white*.

Approximate Position:—Latitude $23^{\circ} 19' 8''$ N.

Longitude $116^{\circ} 44' 25''$ E.

By order of the Inspector General of Customs,

DAVID M. HENDERSON,

Engineer-in-Chief.

IMPERIAL MARITIME CUSTOMS,

ENGINEERS' OFFICE,

SWATOW, 31st May 1880.

B. No. 120.

YANGTZE RIVER—SHANGHAI DISTRICT.

“KIUTOAN” LIGHT-VESSEL.

TEMPORARY CHANGE OF LIGHT-VESSEL AND IN FOG SIGNAL.

NOTICE is hereby given that the *Kiutoan* Light-vessel will shortly be withdrawn from her station for repair, and that the *Taku* Light-vessel will temporarily take her place.

The *Taku's* light is a *fixed white* dioptric one, elevated 35 feet above the sea, and in clear weather it should be visible from a distance of 10 nautical miles.

The light-vessel is painted *red*, with the word “TAKU” in *white* letters on each side, and she has one mast surmounted by an 8 feet *black* ball.

In foggy weather a gong will be sounded at *one-minute* intervals.

CHANGE IN POSITION OF "KIUTOAN" LIGHT-VESSEL.

After the *Kiutoan* Light-vessel has been repaired, she will be moored in 3 fathoms of water on the north side of the channel, with the Kiutoan Lighthouse bearing S. 67° W., magnetic, and distant about $2\frac{1}{2}$ nautical miles.

In order to avoid the south-eastern part of the Blockhouse Shoal, vessels, when within 4 miles to seaward of the *Kiutoan* in her new position, should not bring her to bear west of N. $37\frac{1}{2}$ ° W.

By order of the Inspector General of Customs,

DAVID M. HENDERSON,

Engineer-in-Chief.

IMPERIAL MARITIME CUSTOMS,

ENGINEERS' OFFICE,

SHANGHAI, 9th July 1880.

B. No. 121.

KELUNG HARBOUR—TAMSUI DISTRICT.

1.—INFLEXIBLE REEF BUOY.

NOTICE is hereby given that the *red* spar buoy which marked the south-western extreme of the Inflexible Reef has been replaced by a *black* nun buoy, 4 feet in diameter at the water line, and surmounted by a *black* spherical cage.

2.—CORAL SHOAL BUOY.

Also that the *white* buoy which marked the eastern edge of the Coral Shoal has been replaced by a *red* nun buoy, 4 feet in diameter at the water line, and surmounted by a *black* spherical cage.

The positions of these buoys (*vide* buoys Nos. 11 and 12 in the "List of the Chinese Lighthouses, Light-vessels, Buoys, and Beacons" for 1880) have not been altered.

By order of the Inspector General of Customs,

DAVID M. HENDERSON,

Engineer-in-Chief.

IMPERIAL MARITIME CUSTOMS,

ENGINEERS' OFFICE,

SHANGHAI, 14th July 1880.

B. No. 122.

ENTRANCE TO MIN RIVER—FOOCHOW DISTRICT.

MIN REEF WHISTLING BUOY.

NOTICE is hereby given that a *red* and *black* chequered automatic whistling buoy, 10 feet in diameter at the water line, and with the word "MIN" painted on it in *white* letters, has been moored in 11 fathoms of water, about 1 cable to the north-east of the northern extreme of the Min Reef. From the buoy—

Ch'angch'i Peak bears N. 49° E.
 Sharp Peak „ N. 73° W.

By order of the Inspector General of Customs,

DAVID M. HENDERSON,

IMPERIAL MARITIME CUSTOMS,

Engineer-in-Chief.

ENGINEERS' OFFICE,

SHANGHAI, 3rd August 1880.

B. No. 123.

YANGTZE RIVER—SHANGHAI DISTRICT.

CHANGE IN POSITION OF "KIUTOAN" LIGHT-VESSEL.

NOTICE is hereby given that the *Kiutoan* Light-vessel has been moored in 3 fathoms of water on the north side of the channel, with the Kiutoan Beacon bearing S. 67° W., magnetic, and distant about 2½ nautical miles.

In order to avoid the south-eastern part of the Blockhouse Shoal, vessels, when within 4 miles to seaward of the *Kiutoan*, should not bring her to bear west of N. 37½° W.

By order of the Inspector General of Customs,

DAVID M. HENDERSON,

IMPERIAL MARITIME CUSTOMS,

Engineer-in-Chief.

ENGINEERS' OFFICE,

SHANGHAI, 3rd August 1880.

B. No. 124.

PEIHO RIVER—TIENTSIN DISTRICT.

“TAKU” LIGHT-VESSEL.

NOTICE is hereby given that on the 27th instant the *Taku* Light-vessel, showing a *fixed white* light, was moored in 17 feet at low water spring tides, with the *red* Entrance Buoy bearing N. $36^{\circ} 45'$ W., and distant $3\frac{1}{2}$ nautical miles.

The light is a dioptric one, elevated $37\frac{1}{2}$ feet above the sea, and in clear weather it should be visible from a distance of 10 nautical miles.

A small *white* light is exhibited from the forestay, at a height of 6 feet above the rail, for the purpose of showing in what direction the vessel is riding.

The light-vessel is painted *red*, with the word “TAKU” in *white* letters on each side, and she has one mast surmounted by an 8 feet *black* ball.

In foggy weather a gong will be sounded at *one-minute* intervals.

If the light-vessel be driven from her proper position to one where she is of no use as a guide to shipping, the usual light will not be exhibited, but a small *fixed red* light will be shown at each end of the vessel; the ball will be struck as soon as possible, and till struck it will be surmounted by a *red* flag.

Approximate Position:—Latitude $38^{\circ} 53'$ N.
Longitude $117^{\circ} 50' 30''$ E.

By order of the Inspector General of Customs,

DAVID M. HENDERSON,

Engineer-in-Chief.

IMPERIAL MARITIME CUSTOMS,

ENGINEERS' OFFICE,

CHEFOO, 30th August 1880.

B. No. 125.

HOWKI ISLAND—CHEFOO DISTRICT.

TEMPORARY LIGHT.

NOTICE is hereby given that on the 28th ultimo a temporary sixth order dioptric *fixed white* light, elevated 300 feet above the sea, was exhibited a little to the south of the summit of

Howki Island, and in clear weather it should be visible from a distance of 10 nautical miles. This light will be obscured over a small angle in a northerly direction by the lighthouse buildings now in course of erection.

By order of the Inspector General of Customs,

DAVID M. HENDERSON,

IMPERIAL MARITIME CUSTOMS,

Engineer-in-Chief.

ENGINEERS' OFFICE,

CHEFOO, 1st September 1880.

B. No. 126.

ENTRANCE TO HAN RIVER—SWATOW DISTRICT.

DOVE ROCK WHISTLING BUOY.

NOTICE is hereby given that a *red* and *black* chequered automatic whistling buoy, 10 feet in diameter at the water line, has been moored in $4\frac{1}{2}$ fathoms of water, about 2 cables from the pinnacle of the Dove Rock, so as to mark the S.E. extremity of the reef.

By order of the Inspector General of Customs,

DAVID M. HENDERSON,

IMPERIAL MARITIME CUSTOMS,

Engineer-in-Chief.

ENGINEERS' OFFICE,

SHANGHAI, 4th October 1880.

B. No. 127.

SWATOW DISTRICT.

BREAKER POINT LIGHTHOUSE.

NOTICE is hereby given that the light on Breaker Point was exhibited for the first time at sunset on the 8th December 1880.

The illuminating apparatus is a first order dioptric *occulting* light, alternately showing for *eight seconds* and suddenly disappearing for *two seconds*. It shows *white* from S. 55° W. round by W. to N. 53° E., and *red* inshore of both these bearings as far as the land. The bearings are magnetic, and taken from seawards.

The light is elevated $152\frac{1}{2}$ feet above the level of the sea, and in clear weather it should be visible at a distance of 19 nautical miles.

The tower is round, of iron, 91 feet high, with a total height from its base to the lantern vane of 120 feet.

The tower is painted in *black* and *white* horizontal bands, and the dwellings and boundary wall *white*.

Approximate Position:—Latitude $22^{\circ} 56' 30''$ N.
Longitude $116^{\circ} 28' 10''$ E.

By order of the Inspector General of Customs,

DAVID M. HENDERSON,

Engineer-in-Chief.

IMPERIAL MARITIME CUSTOMS,

ENGINEERS' OFFICE,

SHANGHAI, 9th December 1880.

B. No. 128.

CANTON RIVER AND DISTRICT.

SUNKEN ROCKS.

THE following memorandum by Mr. Tidesurveyor and Harbour Master PARKHILL is published for general information :—

“During the last few years several sunken rocks have been discovered in those navigable channels of the Canton River which are used by Foreign vessels. None of these rocks are marked on the Admiralty Charts, nor are they generally known to shipmasters frequenting this port.

“The positions of the most dangerous rocks were ascertained and reported a few years ago, but, so far as I know, no step has been taken officially to make them publicly known.

“So far as is at present known, they are :—

“1. Three knolls of sandstone in the Eastern Passage of the 2nd Bar, each having a surface of about 150 square feet, and about 4 feet above the bed of the river, known respectively as—

“(A) Wang Lan (橫瀾), the southernmost of the three, having a depth of 9 feet on it at low water spring tides, is situated 500 yards from the east bank of the river. From it 2nd Bar Pagoda bears N. $66^{\circ} 50'$ W., and the See Cheetow Pagoda S. 75° W.

"(B) 150 yards N. 24° E. from the Wang Lan is Tai Tub (大凸), the middle knoll having a depth of 12 feet on it at low water. It is situated 405 yards from the bank. When over it 2nd Bar Pagoda bears N. $68^{\circ} 44'$ W., and See Cheetow Pagoda S. $74^{\circ} 20'$ W.

"(C) Tai Kweichan (大龜產), having a depth of 11 feet over it at low water, is the north knoll of the three, and is 207 yards N. $39^{\circ} 30'$ W. from Tai Tub, and 507 yards from the east bank. When over it the 2nd Bar Pagoda bears N. $71^{\circ} 50'$ W., and the See Cheetow Pagoda S. 70° W.

"2. About a mile above the northern side of the 2nd Bar, and nearly abreast of Nimrod Creek, is a rock known to fishermen as Sai Sheklung (小石龍). Its length, parallel with the river bank, is 150 feet, and its width across is 100 feet. There is a depth of 9 feet water on the shallowest part at low water spring tides. It lies 300 yards from the raised bank of Pottinger Island. When over the centre of this rock, 2nd Bar Pagoda bears S. $41^{\circ} 24'$ W.; See Cheetow Pagoda, S. $26^{\circ} 10'$ W.; Mammal Hill, N. $69^{\circ} 34'$ W. Fishing stakes are to be found over and beyond this rock from November to March each year.

"3. Half a mile N.W. $\frac{1}{3}$ W. from Sai Sheklung, and 575 yards from the east bank of the river, is another rock, locally known as Tai Sheklung (大石龍). The length and breadth of its surface is about 150 feet. There is a depth of 11 feet water on the shoalest part, with 4 and 6 fathoms close to it. The bearings are:—High peak of Tiger Island, S. $14^{\circ} 30'$ E.; See Cheetow Pagoda, S. 22° W.; and 2nd Bar Pagoda, S. $33^{\circ} 30'$ W.

"Note.—'Mammal Hill,' not marked on the charts, is $2\frac{1}{2}$ miles W.S.W. of 1st Bar Island, in latitude $23^{\circ} 3' 5''$ N., longitude $113^{\circ} 27' 19''$ E. It is a smooth round hill with a cone-shaped summit, and is easily distinguishable when observed from the south-eastward, as it is the centre one of a group of three cone-shaped hills.

"4. A rock of small extent, on which the s.s. *Sin Nanzing* touched, having a depth of 10 feet on it at low water, lies nearly in mid-river of Collinson Reach. Fifty-foot Hill, on Danes Island, bears N. $5^{\circ} 30'$ E. The westernmost high peak, marked on the chart 290 feet high, bears N. 48° W., and Matheson Point, N. 55° E.

"5. A pinnacle-shaped rock lies about 400 yards N.W. from Pedder Island, Whampoa Channel, having a depth of 8 feet over it. From it the small pagoda, east end of Whampoa Island, bears N. $41^{\circ} 40'$ W.; and Whampoa Pagoda, N. $84^{\circ} 40'$ W.

"6. A rock of small dimensions, covered by 8 feet at low water, lies 45 yards N. 68° W. from the last-mentioned rock. From it the small pagoda on the east end of Whampoa Island bears S. 13° W.; and Whampoa Pagoda, N. 85° W.

"7. A rock having a surface of about 50 feet either way, on which the s.s. *Powan* ran in the year 1874, has a depth of 5 feet over the shallowest part. It lies nearly in mid-river in the Whampoa Channel, 183 yards from the north bank of the river. From its centre Whampoa Pagoda bears S. $34^{\circ} 30'$ E.; Inclined Pagoda, S. 82° W.; and the joss-house with pagoda on the top, N. 83° W.

- "8. A rock of about 20 feet surface, having a depth of 7 feet water over it at low water, lies three-quarters of a mile W. $\frac{1}{2}$ S. from this last danger, and 155 yards from the south bank of the river. From it Whampoa Pagoda bears S. $68^{\circ} 30'$ E.; Inclined Pagoda, S. 81° W.; and the josshouse with pagoda on the top, N. 73° W.
- "9. A conical-shaped rock, having a depth of 3 feet on it at low water, lies W. $\frac{1}{3}$ N. from the last-mentioned rock, and is 187 yards from the south bank of the river. From it Whampoa Pagoda bears S. 71° E.; Inclined Pagoda, S. $78^{\circ} 30'$ W.; and the little pagoda north from Napier Island, N. 78° W.
- "10. A reef projects 207 yards from the east side of the entrance to a small creek on the south bank of the river, about three-quarters of a mile higher up than the fort on the east end of Napier Island, having a depth of 5 feet on its outer edge, with less water as it approaches the river bank. The bearings from the north end are:—Inclined Pagoda, S. 82° E.; Little Pagoda (seen north of Napier Island), N. 8° E.
- "11. A rock lies 92 yards N. 45° E. from the Macao Rock, and 73 yards from the high-water mark at the rocky landing to the European Cemetery, Macao Reach. The minimum depth of water on it is 6 feet at low water. From the centre of it the bearings are:—Tower on Macao Fort, S. 27° W.; Bushy Hill (south of Hamilton Creek, marked on the Admiralty Chart 146 feet high), S. 40° E.; western extremity of Honan Island, N. 28° W.; ferry-house on shore opposite Pakhinhok (白蜆壳) village, N. 43° W.
- "12. There is a rocky patch with 10 feet depth of water over it lying 300 yards from the western end of the Shamien Bund, in a line with the josshouse on the Fati shore. From it the church steeple on Shamien bears N. $54^{\circ} 20'$ E."

By order of the Inspector General of Customs,

DAVID M. HENDERSON,

Engineer-in-Chief.

IMPERIAL MARITIME CUSTOMS,

ENGINEERS' OFFICE,

SHANGHAI, 9th December 1880.

B. No. 129.

SHANGHAI DISTRICT.

WRECK NEAR THE AMHERST ROCKS.

NOTICE is hereby given that the British barque *Chinaman* lies sunk in 5 fathoms of water, 7 miles to the S. 37° W. of the Amherst Rocks. The iron masts are at present visible.

By order of the Inspector General of Customs,

DAVID M. HENDERSON,

Engineer-in-Chief.

IMPERIAL MARITIME CUSTOMS,

ENGINEERS' OFFICE,

SHANGHAI, 24th January 1881.

B. No. 130.

FOOCHOW DISTRICT.

HEBE REEF.

THE position of the Hebe Reef has been recently determined by the boats of H.B.M.'s surveying-vessel *Magpie*. It is a pinnacle rock, about 50 feet in extent, steep-to, and with 11 feet of water over it at low water springs. There are 13 and 14 fathoms of water, mud bottom, to the north-west and southward of this danger, and one shoal spot, of $4\frac{1}{4}$ fathoms, a cable to the east of it.

From the rock,—

Matsou Summit bears N. $14\frac{1}{2}^{\circ}$ W.

Sea Dog „ „ N. $32\frac{1}{2}^{\circ}$ E.

The summit of Reef Island shows in the gap between Ch'angch'i and Nob Peaks, Ch'angch'i Island, but rather nearer to the latter.

Breakwater Rock, Tongsha Island, is in line with the summit of Haitan Island.

All bearings are magnetic; variation, 1° W.

By order of the Inspector General of Customs,

DAVID M. HENDERSON,

Engineer-in-Chief.

IMPERIAL MARITIME CUSTOMS,

ENGINEERS' OFFICE,

SHANGHAI, 11th March 1881.

B. No. 131.

ENTRANCE TO MIN RIVER—FOOCHOW DISTRICT.

MIN REEF WHISTLING BUOY.

NOTICE is hereby given that the Min Reef Whistling Buoy was, on or about the 25th April, temporarily removed for repairs, and was replaced by a *red* and *black* chequered nun buoy, 6 feet in diameter at the water line.

By order of the Inspector General of Customs,

J. R. HARDING,

Assistant Engineer.

IMPERIAL MARITIME CUSTOMS,

ENGINEERS' OFFICE,

SHANGHAI, 29th April 1881.

B. No. 132.

SHANGHAI DISTRICT.

WRECK NEAR THE AMHERST ROCKS.

NOTICE is hereby given that the masts have been blown out of the barque *Chinaman*, and that at low water a drag 5 fathoms deep failed to foul the wreck, which is settling down in the mud.

Vessels are cautioned not to anchor near this wreck, which lies 7 miles to the S. 37° W. of the Amherst Rocks.

By order of the Inspector General of Customs,

DAVID M. HENDERSON,

Engineer-in-Chief.

IMPERIAL MARITIME CUSTOMS,

ENGINEERS' OFFICE,

SHANGHAI, 7th May 1881.

B. No. 133.

SHANGHAI DISTRICT.

WOOSUNG INNER-BAR MARKS.

NOTICE is hereby given that on or about the 15th instant the Woosung Inner-Bar Marks will be replaced by new ones indicating the line of deepest water across the bar, which at the present time is N. 88° E. from the flagstaff in front of the house occupied by the Great Northern Telegraph Company.

After the 15th instant, vessels are not to anchor within 300 feet to the southward of the line of the marks, nor between this line and the French Godowns.

By order of the Inspector General of Customs,

DAVID M. HENDERSON,

Engineer-in-Chief.

IMPERIAL MARITIME CUSTOMS,

ENGINEERS' OFFICE,

SHANGHAI, 9th May 1881.

B. No. 134.

FOOCHOW AND SWATOW DISTRICTS.

MIN REEF WHISTLING BUOY.

NOTICE is hereby given that the Min Reef Whistling Buoy, temporarily removed for repairs, has been re-moored in its former position, as described in Notice to Mariners No. 122.

DOVE ROCK WHISTLING BUOY.

The Dove Rock Whistling Buoy has been temporarily removed for repairs, and replaced by a *red* buoy surmounted by a *black* spherical cage. It will be replaced shortly.

By order of the Inspector General of Customs,

DAVID M. HENDERSON,

Engineer-in-Chief.

IMPERIAL MARITIME CUSTOMS,

ENGINEERS' OFFICE,

SHANGHAI, 13th June 1881.

B. No. 135.

NINGPO DISTRICT.

SEAOUYEW SPIT BUOY.

NOTICE is hereby given that the Seaouyew Spit Buoy, in consequence of the extension of the spit, has been moored in 15 feet of water at low water spring tides, with—

Tiger Island Lighthouse bearing S. 23° W.
 Tayew Island (N.W. point) bearing N. 75° E.

By order of the Inspector General of Customs,

DAVID M. HENDERSON,

Engineer-in-Chief.

IMPERIAL MARITIME CUSTOMS,

ENGINEERS' OFFICE,

SHANGHAI, 14th July 1881.

B. No. 136.

NINGPO DISTRICT.

BLONDE ROCK BEACON.

NOTICE is hereby given that the Blonde Rock Beacon was carried away by the typhoon of the 28th ultimo, and will be replaced as soon as possible.

By order of the Inspector General of Customs,

DAVID M. HENDERSON,

Engineer-in-Chief.

IMPERIAL MARITIME CUSTOMS,

ENGINEERS' OFFICE,

SHANGHAI, 5th September 1881.

B. No. 137.

YANGTZE RIVER—CHINKIANG DISTRICT.

COOPER ISLAND LIGHT.

NOTICE is hereby given that the Cooper Island Light has been shifted 470 yards to the S. 25° E. of its former position, in consequence of the washing away of the river embankment.

By order of the Inspector General of Customs,

DAVID M. HENDERSON,

Engineer-in-Chief.

IMPERIAL MARITIME CUSTOMS,

ENGINEERS' OFFICE,

SHANGHAI, 6th September 1881.

B. No. 138.

MIN RIVER—FOOCHOW DISTRICT.

REES ROCK BEACON.

NOTICE is hereby given that the Rees Rock Beacon was carried away on or about the 10th instant, and will be replaced as soon as possible.

By order of the Inspector General of Customs,

J. REGINALD HARDING,

Assistant Engineer.

IMPERIAL MARITIME CUSTOMS,

ENGINEERS' OFFICE,

SHANGHAI, 22nd September 1881.

B. No. 139.

YANGTZE RIVER—CHINKIANG DISTRICT.

BETHUNE POINT LIGHT.

NOTICE is hereby given that the Bethune Point Light has been shifted 146 yards to the N. 84° E. of its former position, in consequence of the washing away of the river embankment.

By order of the Inspector General of Customs,

DAVID M. HENDERSON,

Engineer-in-Chief.

IMPERIAL MARITIME CUSTOMS,

ENGINEERS' OFFICE,

SHANGHAI, 10th October 1881.

B. No. 140.

YANGTZE RIVER—CHINKIANG DISTRICT.

MUD FORT LIGHT.

NOTICE is hereby given that the Mud Fort Light has been shifted 250 yards to the N. 67½° E. of its former position, in consequence of the washing away of the river embankment.

By order of the Inspector General of Customs,

DAVID M. HENDERSON,

Engineer-in-Chief.

IMPERIAL MARITIME CUSTOMS,

ENGINEERS' OFFICE,

SHANGHAI, 12th October 1881.

B. No. 141.

CANTON RIVER AND DISTRICT.

MACAO FORT ROCK BUOY.

NOTICE is hereby given that a *black* wooden conical-shaped buoy, 6 feet in diameter, has been moored in 2 fathoms at low water spring tides on the N.E. extremity of the Macao Fort Rock. A *green* light will be exhibited on it from sunset to sunrise.

Vessels entering should leave this buoy on the port hand.

North end of Macao Fort bears S. 33° 45' W.

Chênnam Fort bears S. 66° E.

By order of the Inspector General of Customs,

DAVID M. HENDERSON,

IMPERIAL MARITIME CUSTOMS,

Engineer-in-Chief.

ENGINEERS' OFFICE,

SHANGHAI, 4th November 1881.

B. No. 142.

YANGTZE RIVER—SHANGHAI DISTRICT.

TEMPORARY WITHDRAWAL OF "KIUTOAN" LIGHT-VESSEL.

NOTICE is hereby given that on or about the 12th instant the *Kiutoan* Light-vessel will be removed from her station for repair. During her temporary absence the *Kua-hsing* will occupy the station, and exhibit a *white* light suspended from her foreyard and the usual riding light on her forestay.

By order of the Inspector General of Customs,

DAVID M. HENDERSON,

IMPERIAL MARITIME CUSTOMS,

Engineer-in-Chief.

ENGINEERS' OFFICE,

SHANGHAI, 8th November 1881.

B. No. 143.

CANTON RIVER AND DISTRICT.

HAESHIN ROCK BUOY.

NOTICE is hereby given that a conical-shaped wooden buoy, 6 feet in diameter, and painted *red*, has been moored in 10 feet at low water springs on the south-western edge of the Haeshin Rock. A *red* light will be placed on this buoy from sunset to sunrise. Vessels should pass between this buoy and the one on Macao Fort Rock, referred to in Notice to Mariners No. 141.

The tower on Macao Fort bears S. 24° W., magnetic.

The western extremity of Honan Island bears . N. 28° W., „

SHAMIEN ROCK BUOY.

A conical-shaped wooden buoy, 6 feet in diameter, and painted in *red* and *black* chequers, has been moored in 12 feet at low water springs on the northern extremity of the patch of rocks known as the Shamien Rocks, on which there is a depth of 10 feet of water. A *red* light will be placed on this buoy from sunset to sunrise. Vessels entering should leave this buoy on the port hand when rounding-to to anchor in the harbour.

The church steeple on Shamien bears N. 60° E., magnetic.

The josshouse on Fati shore bears S. 39° W., „

By order of the Inspector General of Customs,

DAVID M. HENDERSON,

Engineer-in-Chief.

IMPERIAL MARITIME CUSTOMS,

ENGINEERS' OFFICE,

AMOY, 19th November 1881.

B. No. 144.

CANTON RIVER AND DISTRICT.

MACAO FORT ROCK BUOY.

NOTICE is hereby given that the Macao Fort Rock Buoy, referred to in Notice to Mariners No. 141, has been re-moored closer to the rock than formerly, and now lies in 10 feet at low water spring tides.

From the buoy, the—

North end of Macao Fort bears S. 22° W., magnetic.

Chênnam Fort bears S. 60° E., „

By order of the Inspector General of Customs,

DAVID M. HENDERSON,

IMPERIAL MARITIME CUSTOMS,

Engineer-in-Chief.

ENGINEERS' OFFICE,

SHANGHAI, 20th December 1881.

B. No. 145.

YANGTZE RIVER—CHINKIANG DISTRICT.

ROCKS OFF NORTH TREE LIGHT.

NOTICE is hereby given that a cluster of rocks, having only 2 feet of water on them at low water springs, during the lowest stage of the river, and a depth of 18 feet close to on their outer side, has been discovered off the North Tree Light.

Approximate Position.—North Tree Light bears from centre of cluster N. 85° E., magnetic. High water mark, north bank of river, abreast of rocks, distant about 330 yards.

By order of the Inspector General of Customs,

A. M. BISBEE,

IMPERIAL MARITIME CUSTOMS,

Coast Inspector.

COAST INSPECTOR'S OFFICE,

SHANGHAI, 20th April 1882.

B. No. 146.

SWATOW DISTRICT.

FOG SIGNALS AT BREAKER POINT AND CAPE OF GOOD HOPE LIGHTHOUSES.

NOTICE is hereby given that the following fog signals will be established on the 1st May 1882:—

Breaker Point Lighthouse.—The keepers at this station on hearing a bell, fog horn, steam whistle, or any other sound, during foggy weather, which indicates the proximity of a vessel, will fire two guns with an interval of *ten seconds* between them; and if the vessel's fog signal continues to be heard, the firing will be repeated after an interval of *ten minutes*.

Cape of Good Hope Lighthouse.—The keepers at this station will for like cause fire two guns with an interval of *one minute* between them; and if the vessel's fog signal continues to be heard, the firing will be repeated after an interval of *fifteen minutes*.

By order of the Inspector General of Customs,

A. M. BISBEE,
Coast Inspector.

IMPERIAL MARITIME CUSTOMS,
COAST INSPECTOR'S OFFICE,
SHANGHAI, 20th April 1882.

B. No. 147.

AMOY DISTRICT.

BROWN'S ROCK REEF.

NOTICE is hereby given that the Brown's Rock Reef is now marked by two buoys, one on its eastern side, painted in *black* and *white* chequers and surmounted by a *black* cage, and one on its western side, painted in *red* and *white* chequers and surmounted by a *red* cage.

Vessels must not pass between these buoys.

By order of the Inspector General of Customs,

A. M. BISBEE,
Coast Inspector.

IMPERIAL MARITIME CUSTOMS,
COAST INSPECTOR'S OFFICE,
SHANGHAI, 2nd May 1882.

B. No. 148.

YANGTZE RIVER—KIUKIANG DISTRICT.

HEN POINT BEACON LIGHT.

NOTICE is hereby given that on the 13th instant the Hen Point Beacon Light will be shifted 69 yards to the N. 49° W. of its present position, in consequence of the washing away of the river embankment.

By order of the Inspector General of Customs,

A. M. BISBEE,

Coast Inspector.

IMPERIAL MARITIME CUSTOMS,

COAST INSPECTOR'S OFFICE,

SHANGHAI, 2nd May 1882.

B. No. 149.

TAMSUI DISTRICT.

BAR BUOYS AT TAMSUI.

NOTICE is hereby given that the approach to the Tamsui Bar from seaward is now marked by two buoys, a *black* one on the northern and a *red* one on the southern side.

By order of the Inspector General of Customs,

A. M. BISBEE,

Coast Inspector.

IMPERIAL MARITIME CUSTOMS,

COAST INSPECTOR'S OFFICE,

SHANGHAI, 19th May 1882.

B. No. 150.

CHEFOO DISTRICT.

HOWKI ISLAND LIGHTHOUSE.

NOTICE is hereby given that the light on Howki Island was exhibited for the first time at sunset on the 26th June 1882.

The illuminating apparatus is *revolving* dioptric of the first order, showing *white* flashes at *half-minute* intervals.

The light is elevated $328\frac{1}{2}$ feet above the level of the sea, and in clear weather it should be visible at a distance of 24 nautical miles.

The tower is round, of stone, 20 feet high, with a total height from its base to the lantern vane of $46\frac{1}{2}$ feet.

The tower is painted *black* and the dwellings *white*.

Approximate Position :—Latitude $38^{\circ} 3' 45''$ N.
Longitude $120^{\circ} 39'$ E.

By order of the Inspector General of Customs,

A. M. BISBEE,

IMPERIAL MARITIME CUSTOMS,

Coast Inspector.

COAST INSPECTOR'S OFFICE,

SHANGHAI, 3rd July 1882.

B. No. 151.UNIFORM SYSTEM OF COLOURING BUOYS AND BEACONS IN
CHINESE WATERS.

NOTICE is hereby given that the following system of colouring buoys and beacons has been adopted by the Imperial Maritime Customs of China :—

BUOYS.

No.	COLOUR OF BUOY.	DIRECTIONS AND EXPLANATIONS.
1	Red.....	Entering the channel from seaward, <i>red</i> buoys will be found on the starboard side of the channel, and must be left on the starboard hand by vessels passing in.

No.	COLOUR OF BUOY.	DIRECTIONS AND EXPLANATIONS.
2	Black.....	Entering the channel from seaward, <i>black</i> buoys will be found on the port side of the channel, and must be left on the port hand by vessels passing in.
3	Red and black horizontal bands.	Buoys painted in <i>red</i> and <i>black</i> horizontal bands will be found in the fairway, and should be passed close-to.
4	Red and black vertical stripes.	Buoys painted in <i>red</i> and <i>black</i> vertical stripes will be found on the ends of spits, and the outer and inner extremes of banks, shoals, or extensive reefs, where there is a navigable channel on either side of such spit, bank, shoal, or reef.
5	Red and black chequers.....	Buoys painted in <i>red</i> and <i>black</i> chequers will be used to mark rocks in the open sea, also to mark obstructions of small extent having channels on either side of them. When used for the latter purpose, they will be placed to seaward of the danger.
6	Red and white chequers	When two chequered buoys of these colours are used to mark an obstruction, the <i>red</i> and <i>white</i> one is to mark the starboard side of the channel, and must be left on the starboard hand by vessels passing in; and the <i>black</i> and <i>white</i> one is to mark the port side of the channel, and must be left on the port hand by vessels passing in.
7	Black and white chequers	
8	Wreck buoys	Wrecks will in all cases be marked by <i>green</i> buoys, having the word "WRECK" painted on them in <i>white</i> letters, and when a wreck lies in the open sea or in a position where there is a navigable channel with plenty of room on either side of it, the buoy will carry no other distinguishing mark, and will in every such case be placed to seaward of the wreck. Wreck buoys marked with an even number must be left on the starboard hand by vessels entering from the sea. Wreck buoys marked with an odd number must be left on the port hand by vessels entering from the sea. The numbers on wreck buoys will be painted in <i>white</i> , and placed above the word "WRECK."

Note.—All other distinguishing marks to buoys will be in addition to the foregoing, and where such are employed, a particular description of the same will in each case be given in the published List.

Each buoy will have an iron plate fastened on its outside, in some convenient place above the water line, with the name of its district and station as given in the published List stamped thereon in English and Chinese, to insure its identification if found adrift.

BEACONS.

No.	COLOUR OF BEACON.	DIRECTIONS AND EXPLANATIONS.
1	Red.....	Entering the channel from seaward, <i>red</i> beacons will be found on the starboard side of the channel, and must be left on the starboard hand by vessels passing in.
2	Black.....	Entering the channel from seaward, <i>black</i> beacons will be found on the port side of the channel, and must be left on the port hand by vessels passing in.
3	Red and black vertical stripes.	Beacons painted in <i>red</i> and <i>black</i> vertical stripes will be used to mark spits and the outer and inner extremities of banks, shoals, or extensive reefs, where there is a navigable channel on either side of such spit, bank, shoal, or reef.
4	Red and black chequers.....	Beacons painted in <i>red</i> and <i>black</i> chequers will be used to mark rocks in the open sea, also to mark rocks of small extent having channels on either side of them.
5	Red and white chequers	When two chequered beacons of these colours are used to mark a rock or reef, the <i>red</i> and <i>white</i> one is to mark the starboard side of the channel, and must be left on the starboard hand by vessels passing in; and the <i>black</i> and <i>white</i> one is to mark the port side of the channel, and must be left on the port hand by vessels passing in. <i>Note.</i>—It is to be understood that the above rules for painting beacons apply in each case to the body of the structure. When a beacon which is painted a single colour, either black or red, is surmounted by a distinguishing mark, such mark may be painted the same colour as the body of the beacon, or with that colour and white combined, or white alone. When the body of a beacon is painted in two colours, the same colours only may be used to paint the mark by which it is surmounted. Whenever a distinguishing mark is used, a particular description of it will be given in the published List.
6	Black and white chequers	
	Various.....	Beacons on shore, to enable bearings to be taken or to give lines of direction for crossing bars or entering rivers, harbours, etc., are to be painted so as to make them as conspicuous as possible. Red, black, and white are the only colours to be used, and a particular description of such marks will be given in the published List.

By order of the Inspector General of Customs,

A. M. BISBEE,

Coast Inspector.

IMPERIAL MARITIME CUSTOMS,

COAST INSPECTOR'S OFFICE,

SHANGHAI, 4th August 1882.

B. No. 152.**CHANGES IN COLOURING OF BUOYS AND BEACONS.**

NOTICE is hereby given that, in accordance with the system of colouring buoys and beacons in Chinese waters which is described in Notice to Mariners No. 151, of this date, the changes that are specified below will be made on the 15th day of September 1882, or as soon afterwards as may be practicable.

CANTON DISTRICT.

1. *Dutch Folly South Buoy*, now green, will be painted *black*.
2. *Dutch Folly South Beacon*, now green, will be painted *black*.
3. *Taishek Barrier Eastern Beacon*, now black, white, and red, will have its lower part, from upper end of braces downward, painted *red*, the lower half of its pole, above the upper end of the braces, *white*, and the upper half of pole, with the circular frame by which it is surmounted, *red*.
4. *Taishek Barrier Western Beacon* will be painted the same as the eastern one.
5. *Taishek Barrier Middle Beacon*, now black and white, will have its lower part, from upper end of braces downwards, painted *red*; the upper part will remain *white*.

SWATOW DISTRICT.

1. *Wyoming Rock Buoy*, now red and black chequered, with a spherical cage, will carry an inverted frustum cage, and be painted all *black*.
2. *Madras Rock Buoy*, now red and black chequered, will be painted all *black*.
3. *Wreck Buoy*, now painted red, will be painted *green*, with the word "WRECK" and the numeral "4" on it in *white*.
4. *Gochang Rock Beacon*, now red and black chequered, with a black pole and basket, will be painted all *black*.

AMOY DISTRICT.

1. *Coker Rocks large Buoy*, now in red and white vertical stripes, will be painted in *black* and *white* chequers.
2. *Coker Rocks small Buoy*, now red, will be painted in *red* and *white* chequers.
3. *Harbour Rock Buoy*, now in red and white horizontal stripes, will be painted in *red* and *black* chequers.
4. *Kellett Spit Buoy*, now red, will be painted in *red* and *black* vertical stripes.
5. *Alibi Rock*, *Kangsintah*, and *Chiotah Beacons*, all of which are now white, will be painted *black*.

FOOCHOW DISTRICT.

1. *Oriental Rock Beacon* will be painted all *red*, except its name, which will be borne on its cage in *white* letters.
2. *Half-tide Beacon*, of granite, and now unpainted, will be painted *black*.

NINGPO DISTRICT.

1. *Sesostris Rock Buoy*.—The cage and tripod of this buoy, which are now red, will be painted *black*.
2. *Alligator Beacon*, now painted white, will have its colour changed to *red*.
3. *Blonde Rock Beacon*, now painted white, with a red cage, will be painted all *black*.
4. *Nemesis Rock Beacon*, which is a single white spar, will be painted *red*, and surmounted with an inverted frustum cage painted *white*.
5. *Tiger's Tail Beacon*, now all white, will be painted *black*, with the exception of its cage, which is to remain *white*.

SHANGHAI DISTRICT.

Lismore Wreck Buoy will have the numeral "I" painted over the word "WRECK."

TIENTSIN DISTRICT.

Inner Buoy, now in red and black vertical stripes, will be painted *red*.

NEWCHWANG DISTRICT.

1. *East Spit Beacon*, which is a spar mounted with two black balls, with the numeral "V" on the lower one, will be painted all *red*.
2. *Nodding Tommy Beacon*, a white spar mounted with a diamond-shaped red box with the numeral "IV" painted thereon, will have its spar painted *red*, and its diamond-shaped box also painted *red*, with the exception of a horizontal stripe 1 foot wide around its middle, which is to be painted *white*.
3. *Middle Bank Beacon*, a red spar mounted with a diamond-shaped black box having the numeral "III" painted thereon, will have a spherical cage substituted for its diamond-shaped one, and be painted all *red*.
4. *Flagstaff Beacon*, a black and white spar mounted with two black diamond-shaped boxes, bearing the numeral "II" on the lower one, will be painted *red* from the ground to the bottom of the lower box or mark, *white* from thence to the bottom of the upper mark, and the remainder *red*.
5. *Fish House Beacon*, a black spar mounted with a diamond-shaped red box bearing the numeral "I," will be painted all *black*.

By order of the Inspector General of Customs,

A. M. BISBEE,

IMPERIAL MARITIME CUSTOMS,

Coast Inspector.

COAST INSPECTOR'S OFFICE,

SHANGHAI, 4th August 1882.

B. No. 153.

NEWCHWANG DISTRICT.

BUOYS AT ENTRANCE OF THE LIAU RIVER.

NOTICE is hereby given that the entrance of the Liau River is now marked by the under-mentioned buoys:—

Entrance Buoy.—A *black* conical buoy, surmounted by a *black* frustum cage, moored on the western edge of the bar.

Middle Ground Buoy.—A *red* nun buoy, surmounted by a *black* spherical cage, moored on the western edge of the Middle Ground.

Inner Bar Buoy.—A *black* conical buoy, surmounted by a *black* diamond-shaped cage, moored on the south-eastern edge of the western bank.

By order of the Inspector General of Customs,

A. M. BISBEE,

Coast Inspector.

IMPERIAL MARITIME CUSTOMS,

COAST INSPECTOR'S OFFICE,

SHANGHAI, 11th October 1882.

B. No. 154.

AMOY DISTRICT.

DODD ISLAND LIGHTHOUSE.

NOTICE is hereby given that the light on Dodd Island was exhibited for the first time at sunset on the 18th instant.

The illuminating apparatus is first order dioptric *occulting*; the light showing alternately for *twenty-six seconds*, and suddenly disappearing for *four seconds*. It shows *white* from S. 51° W. round by west to N. 62° E.; *red* from N. 62° E. to N. 74° E.; *white* from N. 74° E. round by east to S. 31° W.; and *red* from S. 31° W. to S. 51° W. The *red* sectors are intended to warn vessels when they approach the land. The bearings are magnetic, and taken from seawards.

The light is elevated 147 feet above the level of the sea, and in clear weather it should be visible at a distance of 18 nautical miles.

The tower is round, of brick with stone dressings, 50 feet high, with a total height from its base to the lantern vane of 79 feet.

The tower and dwellings are painted *white*.

Approximate Position:—Latitude $24^{\circ} 26' 16''$ N.
Longitude $118^{\circ} 29' 4''$ E.

By order of the Inspector General of Customs,

A. M. BISBEE,

Coast Inspector.

IMPERIAL MARITIME CUSTOMS,

COAST INSPECTOR'S OFFICE,

SHANGHAI, 20th October 1882.

B. No. 155.

YANGTZE RIVER—KIUKIANG DISTRICT.

EAGLE ISLAND BEACON LIGHT.

NOTICE is hereby given that on the 23rd ultimo the Eagle Island Beacon Light was shifted 250 yards further up river, on account of the sudden washing away of the river bank.

By order of the Inspector General of Customs,

A. M. BISBEE,

Coast Inspector.

IMPERIAL MARITIME CUSTOMS,

COAST INSPECTOR'S OFFICE,

SHANGHAI, 28th November 1882.

B. No. 156.

AMOY DISTRICT.

AMOY INNER HARBOUR—ROCKS NEAR SOUTHERN STONE BEACON.

THE subjoined memorandum has been received from Vice-Admiral WILLES, Commander-in-Chief of H.B.M.'s Naval Forces on the China Station:—

“‘VIGILANT,’ IN THE YANGTZE RIVER,
“26th October 1882.

“HYDROGRAPHICAL MEMO. No. 20.

“The following information has been received from H.M.S. *Foxhound*:—

“AMOY INNER HARBOUR.—*Rocks near Southern Stone Beacon.*—A patch of three pinnacle rocks, the outer one having 8 feet of water on it at low water springs, was found to lie S.E. by E., 70 yards from the Southern Stone Beacon. From the outer rock Alibi Rock Beacon is seen just open N.E. of Northern Stone Beacon, and in line with the west fall of Monkey Island. Another rock, with $14\frac{1}{2}$ feet of water on it at low water springs, lies N. by E., 40 yards from the Southern Stone Beacon.

“Admiralty Charts Nos. 1,764 and 1,767, and ‘China Sea Directory,’ vol. 3, pp. 172 and 176, are affected hereby.

“(Signed) GEORGE O. WILLES,
“*Vice-Admiral, Commander-in-Chief.*

“To the Commodore, respective Captains, and Officers commanding H.M. Ships on the China Station.”

By order of the Inspector General of Customs,

A. M. BISBEE,
Coast Inspector.

IMPERIAL MARITIME CUSTOMS,
COAST INSPECTOR'S OFFICE,
SHANGHAI, 28th November 1882.

B. No. 157.

AMOY DISTRICT.

FOG SIGNALS AT DODD ISLAND LIGHTHOUSE.

NOTICE is hereby given that the following fog signals were established at the above station on the 10th instant:—

During foggy weather the keepers on hearing a bell, fog horn, steam whistle, or other sound, indicating the proximity of a vessel, will fire two guns with an interval of *half a minute* between them, and, if the vessel's fog signal is still heard, will repeat the firing after an interval of *fifteen minutes*.

By order of the Inspector General of Customs,

A. M. BISBEE,

Coast Inspector.

IMPERIAL MARITIME CUSTOMS,

COAST INSPECTOR'S OFFICE,

SHANGHAI, 28th November 1882.

B. No. 158.

NINGPO DISTRICT.

SESOSTRIS ROCK BUOY.

NOTICE is hereby given that the Sesostris Rock Buoy has been shifted from its former position, and that it is now placed to the eastward of the rock.

By order of the Inspector General of Customs,

A. M. BISBEE,

Coast Inspector.

IMPERIAL MARITIME CUSTOMS,

COAST INSPECTOR'S OFFICE,

SHANGHAI, 2nd December 1882.

B. No. 159.

CHEFOO DISTRICT.

DISCONTINUANCE OF HOWKI ISLAND LIGHT DURING WINTER.

NOTICE is hereby given that the above-named light will be discontinued from the 16th instant to the 14th February next, inclusive.

By order of the Inspector General of Customs,

A. M. BISBEE,

Coast Inspector.

IMPERIAL MARITIME CUSTOMS,

COAST INSPECTOR'S OFFICE,

SHANGHAI, 11th December 1882.

廈門關

一泉州府馬港廳廈門口外北碇地方所有鐙塔一座已自九月三十日以後每遇大霧時該守鐙人等若聞船隻有用防險號者如鳴鐘吹戒險螺放汽等即放砲二次每次間時半分該船若續用防險號者即俟十五分時再行放砲以示鐙塔所在

光緒 八年 十月 十八日

第一百五十七號示

浙海關

一甯波府鎮海縣涌江中遊山江礁地方向在該礁之西角所設之警船浮現已自原處移設於該礁之東

光緒 八年 十月 二十二日

第一百五十八號示

東海關

一登州府蓬萊縣猴磯島所設之警船鐙現擬自本月初六日起至明年正月初七日止暫撤不用當於初八日再行點照可也

光緒 八年 十一月 初二日

第一百五十九號示

廈門關

一現有趁搭大英國名味知蘭巡船之總理大英國游歷大清國等洋面各巡船
二等水師提督軍門魏 於月之十六日在長江途次通諭管帶大英國游歷
中國等洋面各巡船水師總兵叅將遊擊等官公函持將該函抄錄轉送前來
合行照錄詳示於後

據管帶本國巡船名否四亨官員申稱

泉州府同安縣廈門口內江心章魚等礁之南石椿附近地方查有尖石礁
三塊爲一段於其外邊之礁上每朔望潮落時水深七尺自南邊石椿向東
南少東相距十八丈自外邊之礁視官柴礁之石椿與該處北椿逕對微偏
東並與猴嶼之西坡相視成直線又於南石椿向東北相距十丈餘在朔望
潮落時水深一丈二尺之處仍有暗礁按該礁查本國水師部所發海道圖
之第一千七百六十四一千七百六十七等號並中國江海圖說第三卷之
第一百七十二一百七十六等篇均未詳載合併聲明等因特此通諭

水師通諭第二十號

光緒

八年

十月

十八日

第一百五十六號示

高四丈餘自基至鐙頂六丈七尺上置頭等透鏡紅白二光乍明乍滅鐙每明二十六秒卽滅四秒鐙火距水面十二丈五尺晴時應照至五十四里自南五十一度西起經正西至北六十二度東止俱見白光自北六十二度東起至北七十四度東止俱見紅光自北七十四度東起經正東至南三十一度西止仍見白光自南三十一度西起至南五十一度西止又見紅光其紅光一面爲警該處往來船隻勿行近岸以免疎虞

一所開度數係按羅經方向自外面望見鐙塔計算

一守鐙房垣俱係白色塔在緯度北二十四度二十六分十六秒經度中國中線東二度十六秒英國中線東一百十八度二十九分四秒

一該鐙已於本月初七日晚間初次開點

光緒 八年 九月 初九日 第一百五十四號示

九江關

一長江安慶府懷甯縣八百吊東角於標杆上向置之警船鐙現因該處江岸忽爾坍塌旋於九月十二日將該鐙移置上游相距原處六十四丈

光緒 八年 十月 十八日 第一百五十五號示

一奉天府蓋平縣營口遼河西棗木溝附近轉灣路曲之處西岸上所設警船樁
原係黑色木桿上有紅色兩頭尖式帽上書有洋文「」即係第一號字樣現擬
全飾黑色

光緒 八年 六月 二十一日

第一百五十二號示

山海關

一奉天府遼河淺灘之西邊設有黑色尖圓式警船浮一個上置黑色上窄下寬
式條編帽

一奉天府遼河口中沙之西邊設有紅色倒尖形警船浮一個上置黑色球式條
編帽

一奉天府遼河口內港西淺灘之東南角設有黑色尖圓式警船浮一個上置黑
色長方兩頭尖式條編帽

光緒 八年 八月 三十日

第一百五十三號示

廈門關

一泉州府馬港廳廈門口外北碇地方新設圓形白色磚砌飾以剛石鐙塔一座

津海關

一 天津府大沽口外攔江沙裏邊所設警船浮向係紅黑二色豎線色樣現擬改飾一律紅色

山海關

一 奉天府蓋平縣營口遼河亮子溝東岸沙上所設之警船樁原係木桿上有黑色圓球二個下球上書有洋文 V. 卽係第五號字樣現擬一律改飾黑色

一 奉天府蓋平縣營口遼河四道溝東岸上所設之警船樁原係白色木桿上有紅色長方兩頭尖式帽上書有洋文 IV. 卽係第四號字樣現擬將木桿並帽均改飾紅色但該帽上中間飾有白箍一道寬八寸五分

一 奉天府蓋平縣營口遼河東岸中沙地方所設之警船樁原係紅色木桿上有黑色長方兩頭尖式帽上書有洋文 III. 卽係第三號字樣現擬將桿上長方帽改作球式籃帽所有木桿籃帽一律飾以紅色

一 奉天府蓋平縣營口遼河東岸上所設之警船樁原係黑白二色木桿上有黑色長方兩頭尖式帽二個下帽上書有洋文 II. 卽係第二號字樣現擬將該樁自根至下帽底止飾以紅色自下帽底至上帽底止飾以白色其餘以上仍飾紅色

一福州府閩縣閩江內附近淺沙之上流大爐礁上所設之剛石警船樁向未飾色現擬一律加飾黑色

浙海關

一甯波府鎮海縣涌江中遊山江礁地方所設警船浮上有三叉架頂上有條編球向係紅色現擬改飾黑色

一甯波府鎮海縣金塘洲最南之角所設之警船樁向係白色現擬改飾黑色

一甯波府鎮海縣金塘大門內鵝礁上所設警船樁向係白色該藍帽係紅色現擬一律改飾黑色

一甯波府鎮海縣大遊山東北角夏老太婆礁所設警船樁向係無頂白色木桿現擬將木桿改飾紅色加以倒鐘形藍帽飾以白色

一甯波府鎮海縣虎蹲尾巴之礁所設警船樁向係白色現擬改飾黑色但上置藍帽仍飾白色

江海關

一長江太倉州寶山縣吳淞口理司摩爾輪船沉處所設之警船浮上書洋文
即係沉船字樣現擬添寫洋文「」即係第一號字樣

WRECK

一潮州府潮陽縣汕頭口內於牛母礁上所設警船樁向係紅黑方格式樣上有黑色木桿與黑色條編籃帽現擬一律改飾黑色

廈門關

一泉州府同安縣廈門內港南路外戶棧向東附近地方所設警船大浮向係紅白二色豎線式樣現擬改飾黑白方格色樣

一泉州府同安縣廈門內港南路外戶棧向西附近地方所設警船小浮向係紅色現擬改飾紅白方格色樣

一泉州府同安縣廈門內港內砂石上所設警船浮向係紅白二色橫線式樣現擬改飾紅黑方格色樣

一泉州府同安縣廈門內港內土尾之北角所設之警船浮向係紅色現擬改飾紅黑二色豎線色樣

一泉州府同安縣廈門口內附近鼓浪嶼北岸棺柴江心章魚等礁所設警船樁三座向均係白色現擬一律改飾黑色

閩海關

一福州府連江縣金牌門破甌磧地方所設之警船樁現仍照飾紅色但籃帽上所有洋文字樣現擬書以白色

一廣州府番禺縣新造水大石杉北大石閘地方之北所設東邊之警船木樁向係黑白紅三色現將該樁由根至撐柱處飾以紅色又由撐柱處上至圓形木架頂飾爲上紅色中段白色

一該處西邊之警船樁其色樣與東邊之樁無異

一該處中間之樁向係黑白二色現改作下自樁根至撐柱處飾以紅色其餘仍照舊飾以白色

潮海關

一潮州府潮陽縣汕頭口內附近宮鞋硤之地方所設警船浮向係紅黑方格式樣上有球式籃帽現於浮上改作倒鐘形籃帽浮帽一律改飾黑色

一潮州府潮陽縣汕頭口內距前英公司輪船名馬的拉司所碰之虎口硤向北少東約十丈地方所設警船浮向係紅黑方格色樣現擬一律改飾黑色

一潮州府潮陽縣汕頭口港之北邊距該處沙灘約三十八丈前有華船沉溺之處向南五丈地方所設之警船浮向係紅色現擬改飾綠色上以白色書有洋

文
WRECK
即係沉船字樣並有洋文4即係第四號字樣

其樁體若飾以兩色該帽頂所飾亦不出此兩色之外凡樁上所有帽頂各項情形均於本關所發冊內一律開列

一海江各岸上所有警船樁一律飾用顯明色樣惟用紅黑白三色以便行船易於辨明度勢又過攔江沙以及上江進口等方向此項警船樁各等情形均於冊內註明

光緒 八年 六月 二十一日

第一百五十一號示

通商各關

一查今日所發第一百五十一號示內所云通商各關警船浮樁等現擬改飾劃一色樣擬於八月初四日竣事倘遇有意外難辦之處隨時趕辦以期早日完工不致延誤所有應行更改之處按關開列於左

粵海關

一廣州府番禺縣海珠礮臺海心沙地方所設警船浮向係綠色現擬改飾黑色
一廣州府番禺縣海珠礮臺地方二浪石上所設警船樁向係綠色現擬改飾黑色

一凡各處所設之警船樁爲指明船隻由海進口時應行於樁之左邊即在水各道之右樁一律飾以紅色

一凡各處所設之警船樁爲指明船隻由海進口時應行於樁之右邊即在水各道之左樁一律飾以黑色

一凡沙尾之角即係兩傍有水道而中間隔有明暗沙以及亂礁之處其內外角所設之警船樁一律飾以紅黑豎線相間色樣

一凡指明洋面有石礁以及港內正路之小礁兩傍有水道處所設警船樁一律飾以紅黑方格色樣

一凡有危險處之兩旁設有繪方格式警船樁其飾以紅白二色方格者爲指明水道之右該進口船隻應行於樁之左邊其黑白方格者爲指明水道之左該進口船隻應行於樁之右邊

凡以上所言警船樁之色樣係專指樁體而言其樁體飾以一色或係黑色或係紅色之類若上有帽頂者則該帽頂或專飾與樁體同色或飾用樁體之色間以白色者或係全飾以白色不等

一凡沙尾之角即係兩傍有水道而中間隔有明沙以及亂礁之處其內外角所設之警船浮一律飾以紅黑豎線相間色樣

一凡指明洋面有石礁以及行船正路中間遇有微碍之處所設警船浮一律飾以紅黑方格色樣其水道中間指明碍處之浮均設於向海外面

一凡進口船隻遇危險之處於兩傍設有方格警船浮其飾以紅白二色方格者為指明水道之右該船隻應行於浮之左邊其黑白方格者為指明水道之左該船隻應行於浮之右邊

一凡指明沉船之浮一律飾以綠色浮上以白色書有洋文WRECK即係沉船字樣該沉船或在洋面或在港內船易行駛於兩傍有水闊之處該浮一律設於向海之外面並無別項標記凡指明沉船有碍水道必須繞避之處即於該浮所有沉船字樣之上加以白色書有洋文第幾號字樣其係雙數者均為指明由海進口船隻應行正路之右邊其單數者均為指明由海進口船隻應行正路之左邊

其餘以上未經詳載各項情形均於本關每年所發鐙塔鐙船鐙杆警船浮椿總冊內一律開列

每警船浮於切水面以上易於縛繫之處縛有鐵片一塊上烙印漢洋兩文照冊內所載註明某關某處該浮倘遇風浪衝移漂流水面但須驗明鐵片字樣即知為何關何處所屬

東海關

一登州府蓬萊縣猴磯島地方新設圓形黑色石鐙塔一座高一丈七尺自基至鐙頂共高四丈上置頭等透鏡漸明漸滅白光放斂鐙每半分時放斂一次鐙火距水面二十八丈晴時應照七十二里守鐙房垣俱係白色塔在緯度北三十八度三分四十五秒經度中國中線東四度十分十二秒英國中線東一百二十度三十九分所開度數均係約畧情形此鐙於本月十一日晚間初次開點

光緒

八年

五月

十八日

第一百五十號示

通商各關

一凡通商各關沿海沿江各地方所設警船浮樁等現擬改飾一律色樣其情勢開列於左

一凡各處所設之警船浮爲指明船隻由海進口時應行於浮之左邊即在水道之右各浮一律飾以紅色

一凡各處所設之警船浮爲指明船隻由海進口時應行於浮之右邊即在水道之左各浮一律飾以黑色

一凡往來船隻應傍浮行駛即在水道之間所有示路警船各浮一律飾以紅黑橫線相間色樣

廈門關

一潮州府汕頭口外表角地方所設鐙塔遇大霧時該看鐙人每聞船隻用防險號者即放砲兩次間時一分該船仍用防險號即間時十五分續行放砲以示鐙塔所在

一以上兩處鐙塔擬用號砲自三月十四日即西歷五月初一日起始按照施放

光緒八年三月初三日 第一百四十六號示

九江關

一泉州府同安縣廈門內港南路內戶棧地方現設警船浮兩個其一在該礁之東邊係黑白方格式樣上有黑色藍帽一在該礁之西邊係紅白方格式樣上有紅色藍帽該處往來船隻萬勿駛入兩浮之間以防觸礁之患

光緒八年三月十五日 第一百四十七號示

淡水關

一長江安慶府懷甯縣攔江磯大王廟地方所設鐙杆一架以江岸坍塌現擬於本月二十六日移設向北四十九度西距原處約十七丈

光緒八年三月十五日 第一百四十八號示

一臺北府淡水縣淡水口進口過攔江沙水道之兩傍現設警船浮兩個其一係黑色設於船路之北一係紅色設於船路之南

光緒八年四月初三日 第一百四十九號示

粵海關

一第一百四十一號示內所載大黃滯礮臺橫生石東北角所設之警船浮現經移設於附近該石尖峯之處每朔望潮落時浮下水深八尺五寸

一自浮視大黃滯礮台之北角按羅經方向爲南二十二度西又視鎮南礮台爲南六十度東

光緒 七年 十月 二十九日

第一百四十四號示

鎮江關

一長江通州龔家圩地方所設鐙杆之對面查有暗礁一段每於潮落時礁上最淺之處水深一尺七寸沿礁一帶水深一丈四尺自礁之正中視該處鐙杆按羅經方向爲北八十五度東該處北岸石礁沿上水蹟距該礁約八十四丈以上所列度勢丈數皆係大略情形

光緒 八年 三月 初三日

第一百四十五號示

潮海關

一潮州府惠來縣石碑山 又名赤沙澳 地方所設鐙塔遇大霧時該看鐙人若聞船隻

用防險號者如鳴鐘吹戒險螺放汽等卽放砲兩次每次間時十秒該船仍用防險號該看鐙人聞之卽間時十分續行放砲以示鐙塔所在

江海關

一長江松江府南匯縣九段地方所設之鐙船應行修理約於本月二十一日先後將鐙船移去此處暫以挂星巡船代泊該船前桅杠上懸挂白光鐙又於撐桅前纜挂小鐙一盞以指明船首方向

光緒

七年

九月

十七日

第一百四十二號示

粵海關

一廣州府南海番禺兩縣交界地方南石頭西南角於朔望潮落時水深八尺五寸之處現經創設尖圓形紅色警船木浮一個寬處徑五尺自日落起至日出止浮上點照紅光鐙船經該處應行於該浮及一百四十一號示內所載之橫生石之浮二浮之間自浮視大黃滘砲台之塔按羅經方向爲南二十四度西又視河南洲西角爲北二十八度西

一廣州府南海縣珠江白鵝潭橫磯石亂礁北角於朔望潮落時水深一丈之處現經創設尖圓形紅黑方格警船木浮一個寬處徑五尺該石最高處水深八尺五寸自日落起至日出止浮上點照紅光鐙進口船隻將泊之際均應於該浮右邊行駛自浮視沙面禮拜堂之塔按羅經方向爲北六十度東又視蓬萊仙觀爲南三十九度西

光緒

七年

九月

二十八日

第一百四十三號示

鎮江關

一長江揚州府儀徵縣禮記洲西角向置之鐙杆因江堤坍塌現經移設自原處視移設鐙杆爲北八十四度東相距十二丈

光緒 七年 八月 十八日

第一百三十九號示

鎮江關

一長江江甯府六合縣永興堡沙洲圩北岸向置之鐙杆因江堤坍塌現經移設自原處視移設鐙杆爲北六十七度三十分東相距二十一丈

光緒 七年 八月 二十日

第一百四十號示

粵海關

一廣州府南海番禺兩縣交界處大黃滘礮臺橫生石一名橫水石一名龜崗島東北角於朔望潮落時水深一丈之處創設黑色尖圓形警船木浮一個切水面處徑五尺自日落起至日出止浮上點照綠光鐙

一進口船隻宜向浮之右邊行駛

一自浮視大黃滘礮台爲南三十三度四十五分西又視鎮南礮台爲南六十六度東

光緒 七年 九月 十三日

第一百四十一號示

自浮視虎蹲山鐙塔爲南二十三度西又視大遊山之西北角爲北七十五度
東朔望潮落時浮下水深一丈三尺

光緒 七年 六月 十九日 第一百三十五號示

浙海關

一甯波府定海廳金塘大門內鵝礁上所設之警船樁一座前於閏七月初四日
忽被暴風猛潮掃蕩無存此樁不日仍須補設原處

光緒 七年 閏七月 十二日 第一百三十六號示

鎮江關

一長江通州如臯縣張黃港之西相距約三里在復興沙上首春坊圩地方向置
之鐙杆因江堤坍塌現經移設自原處視移設鐙杆爲北二十五度西相距一
百二十丈

光緒 七年 閏七月 十三日 第一百三十七號示

閩海關

一福州府連江縣閩江口內烏礁上向設之警船石樁一座前約於本月十七日
先後被水激刷損毀不日即行興工修造仍置原處

光緒 七年 閏七月 二十九日 第一百三十八號示

江海關

一太倉州寶山縣吳淞口內攔江沙向設之警船樁二座現擬於四月十八日更換新樁爲指明過攔江沙最深之水道自電報分局前面旗杆視該水道目下方向爲北八十八度東

一自樁之南視該二樁徑對成直線距樁二十五丈之處又自視二樁或直線處傍與法國公司輪船棧房相對兩端之間自四月十八日之後往來船隻均不宜在此兩處停泊

光緒

七年

四月

十二日

第一百三十三號示

潮閩海關

一福州府連江縣閩江口外七星礁地方前設自鳴風笙警船浮一個當時業於第一百二十二號示內通行曉諭在案近以此浮應修暫爲移開茲已工竣修成仍置原處

一潮州府潮陽縣韓江口外鴿子石海面前設自鳴風笙警船浮一個應暫行移修其未經修成之時有黑球頂之紅浮代置此處不日工竣原浮仍以安設如前

光緒

七年

五月

十七日

第一百三十四號示

浙海關

一甯波府鎮海縣小遊山淺灘角漸長從前所置倒尖形警船浮一個現經移設

閩海關

一該礁之西北並南向附近處水深十三十四拓不等海底俱係軟泥礁之東向相距六十一丈之處有淺灘一塊灘上水深四拓零四分之一自礁視馬祖頂爲北十四度三十分西又視海狗石爲北三十二度三十分東又視長崎島兩峯之間偏西露有秤槌碎山頂又視白犬上沙之坤坵與海壇頂成直線一所開度數均按羅經方向較得該處羅經變差指北偏西一度

光緒七年二月十二日 第一百三十號示

江海關

一福州府連江縣閩江口外七星礁地方向設之自鳴風笙警船浮即冊內所載第十九浮約於三月二十七日先後暫移修理茲以紅黑方格倒尖形警船浮代用仍設原處浮切水面處徑五尺

光緒七年四月初二日 第一百三十一號示

一查長江口外雞骨礁地方前於第一百二十九號示內所云債那滿沉船現將其桅燬去該處業經探明潮落時水深五拓之內可無誤觸之虞該沉船身陷沒軟泥日深一日

泊 一自雞骨礁視沉船處爲南三十七度西相距二十一里往來船隻不宜在此停泊

光緒七年四月初十日 第一百三十二號示

江路計長五十三丈將近江心之處該石行上水深四尺近岸之水較淺自行之北角視赤崗塔爲南八十一度東又視沙河塔爲北八度東

一自南石頭視北四十五度東相距二十三丈又相距澳門水路外國墳地登岸之石坡上有水蹟處十九丈該處有礁一塊每潮落時礁上最淺之處水深五

尺自礁之正中視龜崗塔爲南二十七度西又視大石山爲南四十度東此山在深

涌之南英國海道圖說又視河南洲之西角爲北二十八度西又視白蜆殼村載明高一百二十四尺

對岸之擺渡亭爲北四十三度西

一相距沙面之西角七十七丈徑對蓬萊仙觀之處有亂礁一攢礁上水深八尺

五寸自礁視沙面之禮拜堂塔爲北五十四度二十分東

光緒六年十一月初八日 第一百二十八號示

江海關

一長江口外自雞骨礁南三十七度西相距二十一里於水深五拓之處現有英國三枝桅夾板船一隻名債那滿沉溺該處其桅尙於水面露出

光緒六年十二月二十五日 第一百二十九號示

閩海關

一福州府連江縣洋面所有老泉南礁仔一作卑非石礁現經大英國測海師船名美格

俾查明該礁方位形勢尖聳頂廣可容四十二方尺朔望潮落時礁上水深九尺三寸

寸自礁視黃埔東角之小塔爲北四十一度四十分西又視扒洲塔爲北八十四度四十分西

一自該礁視北六十八度西相距十一丈之處有小礁一塊潮落時礁上水深六尺八寸自礁視黃埔東角之小塔爲南十三度西又視扒洲塔爲北八十五度西

一黃埔河將近中央相距北岸四十七丈之處有礁石一塊長寬俱約四十二尺礁上最淺之處水深四尺前於同治十三年有保安輪船曾誤觸此礁自礁之正中視扒洲塔爲南三十四度三十分東又視赤崗塔爲南八十二度西又視獵德大廟爲北八十三度西

一自該礁視西少南相距約二里又距南岸三十九丈之處有礁石一塊礁面廣計可容十七尺見方潮落時礁上水深六尺自礁視扒洲塔爲南六十八度三十分東又視赤崗塔爲南八十一度西又視獵德大廟爲北七十三度西

一自該礁視正西三分之一偏北相距南岸四十八丈之處有一鐘形礁潮落時礁上水深二尺五寸自礁視扒洲塔爲南七十一度東又視赤崗塔爲南七十八度三十分西又視沙河塔爲北七十八度西

一二沙東角礮臺之上游相距約有二里自南岸小涌口之西邊起有石行橫攔

一相距第二條攔江沙之北約三里在七沙尾之斜對面有一礁俗呼爲小石龍
此礁與江岸相對長一百二十八尺寬八十五尺朔望潮落時礁上最淺之處
水深七尺六寸又相距馬涌口之高岸七十七丈自礁之正中視蓮花塔爲南
四十一度二十四分西又視石獅頭爲南二十六度十分西又視羅涌口爲北
六十九度三十四分西礁上及附近之處每年自九月至三月設有捕魚之釣
竿等類查羅涌口海道圖說未經詳載該涌口在大牛沙之西南偏西相距八
里又在緯度北二十三度三分五秒經度中國中線西三度一分二十
九秒英國中線東一百十三度二十七分十九秒該處有勢平形圓之山頂係
尖圓式自東南方視此山最易辨認緣有三山並列形勢尖圓居中者卽該涌
口之
山也

一小石龍之西北三分之一偏西相距一里半之遙又距江東岸一百四十七丈
之處有礁俗呼爲大石龍長寬俱約十三丈礁上最淺之處水深九尺三寸近
礁之處水深或六拓四拓不等自礁視大虎島頂爲南十四度三十分東又視
石獅頭爲南二十二度西又視蓮花塔爲南三十三度三十分西

一新造將近中央之處有小暗礁石潮落時礁上水深八尺五寸前經新南陞輪
船微觸此礁自礁視長洲白兔崗爲北五度三十分東又視極西之高峯爲北
四十八度西此峯英國海道圖說載又視白草尾爲北五十五度東
明二百四十七尺高

一黃埔河沙保沙之西北相距一百二丈之處有尖角礁一塊礁上水深六尺八

粵海關

一據粵海關總巡巴和禮報稱珠江一帶洋式船隻駛過之所歷年查有暗礁多處所有各礁海道圖說均未詳載而往來該處各船主亦未能盡悉查各處所有最險之礁前經探明呈報但恐未經示諭各處茲復將查明各礁情形度勢開列

一第二條攔江沙在東水道有紅坭石礁三塊每礁面廣計約可容一百二十八尺見方自甚至頂高三尺四寸查該處三礁分別註列情形于左

一南邊之礁名橫欄每於朔望潮落時該礁上水深七尺六寸相距江之東岸有一百三十一丈自橫欄視蓮花塔爲北六十六度五十分西又視石獅頭爲南七十五度西

一自橫欄視北二十四度東相距三十八丈有在中央之礁名大凸相距江岸一百三丈每於潮落時礁上水深一丈自該礁視蓮花塔爲北六十八度四十四分西又視石獅頭爲南七十四度二十分西

一自大凸視北三十九度三十分西相距五十三丈又距江之東岸一百二十九丈之處有三礁內北首之礁名大龜產每於潮落時礁上水深九尺三寸自該礁視蓮花塔爲北七十一度五十分西又視石獅頭爲南七十度西

現設有紅黑二色方格自鳴風笙警船浮一個爲指明鴿子東南角有危險之處浮切水面徑八尺五寸

光緒 六年 九月 初一日

第一百二十六號示

潮海關

一潮州府惠來縣赤沙澳地方新設有圓形黑白二色橫線相間鐵鎧塔一座高七十七尺四寸自基至鎧頂高一百二尺此鎧於十一月初七晚開點

一該鎧塔上設有頭等透鏡紅白二光乍明乍滅鎧此鎧計每明八秒即滅二秒自南五十五度西起向西至北五十三度東止俱見白光除此二度數外向岸之處俱見紅光

一所開度數均按羅經方向由外面望見鎧塔計算

一鎧火距水面一百二十九尺七寸晴時應照五十七里

一守鎧房垣俱係白色

一塔在緯度北二十二度五十六分三十秒經度中國中線西三十八秒英國中線東一百十六度二十八分十秒

光緒 六年 十一月 初八日

第一百二十七號示

一該鐙船身係紅色兩旁以白色書有洋文 TAKU 即係大沽字樣桅上置有黑色籃球一個徑六尺八寸

一該鐙船於下霧時每一分鐘時鳴鑼一次

一該鐙船倘被風浪衝激移動方向至無足爲示引之處即將舊照之鐙撤去更換小紅常明鐙兩個分挂於船之首尾至桅上籃球即行撤去於未撤之先桅上挂一紅旗爲記以防失誤

一該鐙船在緯度北約三十八度五十三分經度中國中線東約一度二十一分四十二秒英國中線東約一百十七度五十分三十秒

光緒六年七月二十五日 第一百二十四號示

東海關

一登州府蓬萊縣猴磯島頂少南之處於七月二十三日在該地方暫設六等透鏡白光常明鐙一個鐙火距水面二十五丈五尺晴時應照三十里

一該鐙之南向一角被新建未成之鐙塔遮掩約數度之內不見鐙光

光緒六年七月二十七日 第一百二十五號示

潮海關

一潮州府潮陽縣韓江口相距鴿子石頂約一百二十二丈於水深四拓半之處

拓之處現設有紅黑方格自鳴風笙警船浮一個切水面徑八尺五寸浮上以白色書有洋文 MIN 即係閩字樣自浮視長岐山爲北四十九度東視芭蕉山爲北七十三度西

光緒 六年 六月 二十八日 第一百二十二號示

江海關

一長江口松江府南匯縣九段地方設之鐙船業經改泊於水道之北卽在水深三拓之處自鐙船按羅經方向視九段鐙塔爲南六十七度西相距約八里一凡船由海駛至相距九段鐙船計十二里之內視鐙船爲北三十七度三十分西之處不宜向東駛行以防干涉東南沙淺之患

光緒 六年 六月 二十八日 第一百二十三號示

津海關

一天津府大沽北河口外於七月二十二日在朔望潮落時水深十四尺之處設有大沽鐙船一隻自鐙船視欄江沙外之紅色警船浮爲北三十六度四十五分西相距約十里

一該鐙船上用透鏡白光常明鐙鐙火距水面三丈二尺晴時應照三十里
一該鐙船撐桅前纜上相距船欄五尺高之處系有白光常明小鐙一個爲指明船首方向

淡水關

一九段地方原設之鐙船自修理後改泊於水道之北即在水深三拓之處自鐙船按羅經方向視九段鐙塔爲南六十七度西相距約八里
一凡船由海駛至相距九段改泊鐙船計十二里之內視鐙船爲北三十七度三十分西之處不宜向東駛行以防干涉東南沙淺之患

光緒

六年

六月

初三日

第一百二十號示

一臺北府淡水縣雞籠口內港心澁之西南向設之紅色木杆浮

即冊內所載第十一浮現

經撤去茲以黑色倒尖形警船浮更易仍設原處該浮切水面處徑三尺四寸浮上置有黑色籃球一個

一雞籠口內仙洞鼻貓頭東向設之白色警船浮

即冊內所載第十二浮

現經撤去茲以紅

色倒尖形警船浮更易亦設原處該浮切水面處徑三尺四寸浮上置有黑色籃球一個

光緒

六年

六月

初八日

第一百二十一號示

閩海關

一福州府連江縣閩江口外七星礁北角之東北相距約六十一丈於水深十一

潮海關

一潮州府潮陽縣汕頭口鹿嶼地方設有紅色圓形鐵鐙塔一座高八尺自基至鐙頂高一丈八尺此鐙於四月二十一晚開點

一該鐙塔內置有六等透鏡白光常明鐙每半分鐘時即放紅光一閃鐙閃時四面俱見紅光

一鐙火距水面十七丈晴時應照二十四里

一鐙上置有紅色圓蓋守鐙房係白色

一塔在緯度北約二十三度十九分八秒經度中國中線東約十五分三十七秒英國中線東約一百十六度四十四分二十五秒

光緒 六年 四月 二十三日

第一百十九號示

江海關

一長江口松江府南匯縣九段地方向設之鐙船現擬暫移修理將大沽鐙船代泊原處

一該大沽鐙船上用透鏡白光常明鐙鐙火距水面三丈晴時應照三十里

一該鐙船身係紅色兩傍以白色書有洋文 TAKU 即係大沽字樣桅上置有黑色籃

球一個徑六尺八寸

一該鐙船於下霧時每一分鐘時鳴鑼一次

一長江中沙東南角所設紅色警船鐵浮一個現亦改作黑色此兩浮仍設原處在船行正路之南

光緒六年三月二十二日 第一百十七號示

潮海關

一潮州府潮陽縣汕頭口外表角地方新設有白色圓形鐵鐙塔一座高八尺自甚至鐙頂高一丈九尺此鐙於四月二十晚開點

一該鐙塔內置有四等透鏡紅白二光鐙自南三十二度東起經正南十度東止俱見常明紅光自南十度東起經正南正西至北八度三十分東止俱見白光該白光鐙每一分鐘時即遮沒鐙光一次計時四秒又自北八度三十分東起至表角之西南被山遮掩不見鐙光之處

即西音所謂馬兒角地方

止見有紅光鐙每一分鐘時亦遮沒鐙光一次計時四秒

一所開度數均按羅經方向由外面望見鐙塔計算

一鐙火距水面十四丈五尺計白光鐙晴時應照至四十五里紅光鐙至二十四里

一守鐙房垣俱係白色

一塔在緯度北約二十三度十四分經度中國中線東約十八分十二秒英國中線東約一百十六度四十七分

光緒六年四月二十三日 第一百十八號示

一本日在吳淞燈塔前面於船行正路之傍有半洋華式之甯波船一隻亦遭風沉溺

光緒 六年 二月初九日

第一百十四號示

江海關

一長江太倉州寶山縣吳淞江口外在理司摩沉船地方前被暴風飄去之鎧船現經移回仍在原處碇泊其於第一百十四號示內所云在吳淞燈塔前面於船行正路之傍沉有半洋華式之甯波船一隻已於高脚沙地方拖移上岸

光緒 六年 二月十四日

第一百十五號示

鎮江關

一長江常州府江陰縣紫氣沙北角向設之鎧桿現約於四月十二日移設至復興沙上首春坊圩地方該處在張黃港之西相距約三里之遙係通州如皋縣所屬地段

光緒 六年 三月二十一日

第一百十六號示

江海關

一長江太倉州鎮洋縣塘港口沙海道圖說作阿西南角所設之紅色警船鐵浮一個現經改飾黑色

北約九里或十一里有沉壞華船一隻該處每朔望潮落時水深約十九尺該船身雖已沉沒而其桅杆尙露出水面

一長江松江府南匯縣吳淞口外前於第一百零七號告示所指明名昆墮兒夾板沉船現已用火藥轟燬該處前移泊鐙船仍旋原泊之處

光緒六年正月初七日 第一百十一號示

江海關

一長江口外太倉州崇明縣銅沙鐙船前於第一百十一號示內所云距該鐙船向西少北約九里沉有華船一隻現經用火藥轟燬無餘

光緒六年正月十六日 第一百十二號示

廈門關

一泉州府同安縣廈門口廈門港外前所沉溺西音謂之魯南華船現經用火藥全行轟燬無餘其於第一百九號示內前云該處所設華式鐙船一隻業已撤去不用

光緒六年二月初二日 第一百十三號示

江海關

一長江太倉州寶山縣吳淞江口外於理斯摩沉船地方向來所泊之鐙船於昨日忽被大風斷纜飄去無踪現擬試於該處不日仍泊鐙船以免誤觸之患

落時水深五拓之地方自浮視叢林爲南四十五度西視獨高樹爲南三度東來往船隻不宜行於該浮與布什洲之中間

光緒五年十月二十八日 第一百零八號示

廈門關

一泉州府同安縣廈門口廈門港外在西音所謂魯南船碰沉之處現經設有華船一隻桅頂挂有白光常明鐙晴時應照約九里該沉船處每朔望潮落時水深七拓自鐙船視青嶼鐙塔爲南四十一度東視大膽鐙塔爲南八十五度東

光緒五年十一月二十五日 第一百零九號示

江海關

一長江太倉州崇明縣花鳥山又名馬鞍島相近地方據引水洋人名諸司白理來關稟稱現有洋式二桅半船一隻沉溺該處船身雖已沉沒而其桅頂或係橫杆尚有露出水面者自該沉船視北島鐙塔爲東南少東視倒騎鞍島凸西偏最遠之礁石爲南少東

光緒五年十一月二十九日 第一百十號示

江海關

一長江口外太倉州崇明縣銅沙鐙船現有該船主來關稟稱距該鐙船向西少

江海關

四尺餘高亦四尺餘上有木桿高四尺餘桿頂有黑色條編籃帽徑一尺七寸
自椿視礁正對面之角爲南三十一度東距八十七丈視汕頭對岸西音所謂
婆提夫礁者爲北七十六度東
光緒 五年 九月 初六日 第一百零五號示

一長江吳淞口外在牛皮礁海道圖說作阿里阿尼石向南五十拓地方現經設有紅黑方格
自鳴風笙警船浮一個切水面徑七尺以誌危險
光緒 五年 十月 初一日 第一百零六號示

江海關

一長江太倉州寶山縣吳淞江口外於理司摩沉船地方從前鐙船所泊之處現
有兩枝桅夾板船西音名爲昆墮兒昨日被碰沉沒現在該處仍設白光鐙於無風霾
天氣均可點照以誌沉船之處其該地方向來原泊鐙船現經移向昆墮兒夾
板沉船之東約二十五丈左右照舊續點上懸紅光鐙下懸白光鐙庶無誤觸
之虞

光緒 五年 十月 十一日 第一百零七號示

江海關

一長江布什洲西北地方向來所設紅黑二色豎線警船浮現經移設於朔望潮

去仍於原處代用紅黑方格倒尖形無帽警船浮一個徑五尺指明該礁之處
以免觸險

粵海關

光緒 五年 四月 二十一日

第一百零二號示

一廣州府番禺縣大石杉大山口杉之北向來所有指明大石攔江沙西角原設
警船木椿二根現於西邊原椿再向西北二十七丈之處添設上紅中白下黑
三色相間新木椿一根潮足時出水面高二丈一尺上有圓形直豎木牌夜間
置有紅光常明鐙至原設之椿向所用圓形木架及舊照之鐙一併移撤不用
其東邊之木椿並該紅光之鐙仍舊照設毫無更改

光緒 五年 六月 十一日

第一百零三號示

潮海關

一潮州府汕頭口內距前英公司輪船名嗎的拉司所碰之暗礁西北一丈七尺
地方現設有紅黑方格四方式警船木浮一個上有黑色球式藍帽徑二尺每
朔望潮落時該礁上水深只有六尺八寸

光緒 五年 七月 初八日

第一百零四號示

潮海關

一潮州府汕頭口內於牛母礁上現經設有紅黑方格剛石警船椿一座椿徑約

津海關

一天津府大沽攔江沙外招商局躉船名伊頓既於本月十七日在該船向所停

泊之處

即朔望潮落時水深三拓之地方

忽然沉溺該船向設之鐙暫不挂照

光緒

五年

二月

二十二日

第九十九號示

江海關

一長江太倉州寶山縣吳淞口攔江沙內所有指明白晝水深尺數之標杆前以

懸旗爲號已於今日改用方圓各式等標其情勢於正月初十日第九十八號

示在香港上海新聞紙內自出示之時起至今日爲止每天業已開列明示矣

光緒

五年

三月

初九日

第一百號示

江海關

一長江口外太倉州崇明縣據招商局富有輪船船主稟稱於本月十八日經過

距銅沙鐙船上流約十五里之遙在船路之南見有沉溺華船一隻

自該處視九段鐙船約在西北少北方向

光緒

五年

閏三月

十九日

第一百零一號示

閩海關

一福州府連江縣閩江口外附近行船北路於前年美國篷船名本楂民咬瑪尔

誤觸之暗礁

即以船名其礁

向所設之警船浮現擬於英七月內

即華五月

油漆暫行撤

江海關

一長江太倉州寶山縣吳淞口攔江沙內爲指明白晝水深尺數之標杆向以懸旗爲號現擬自英月底即華三月初九日改用方圓各式等標茲將指明水深自十尺至二十四尺半按每半尺逐數懸挂何標爲識附列於後船隻出入不論從何方向所視標式均同於潮漲時杆頂懸挂圓標潮落則撤若水勢漲落過所開之限則按實在淺深尺數照各國通用號數標旗懸挂於杆頂如遇有半尺之數則將紅白色旗懸於橫杆之頭爲識

光緒

五年

正月

初十日

第九十八號示

北 杆 橫	南 杆 橫	水 均	深 照	尺 英	數 尺
◆	▲	十	十	十	十
×	▲	尺	尺	一	尺
●	◆	一	尺	二	半
■	◆	二	尺	三	半
▲	◆	三	尺	四	半
×	◆	四	尺	五	半
●	■	五	尺	六	半
■	■	六	尺	七	半
▲	■	七	尺	八	半
×	◆	八	尺	九	半
●	●	九	尺	十	半
■	●	十	尺	十一	半
▲	●	十一	尺	十二	半
×	●	十二	尺	十三	半
●	×	十三	尺	十四	半
■	×	十四	尺	十五	半
▲	×	十五	尺	十六	半
×	×	十六	尺	十七	半
●	×	十七	尺	十八	半
■	×	十八	尺	十九	半
▲	×	十九	尺	二十	半
◆	▲	二十	尺	二十一	半
×	▲	二十一	尺	二十二	半
●	▲	二十二	尺	二十三	半
■	▲	二十三	尺	二十四	半
▲	▲	二十四	尺	二十五	半

江海關

一長江蘇州府常熟縣中沙東角向設之警船浮即冊內所載第三十四浮現經自原處向西

移設三百拓於朔望潮落水深七拓之處浮在進口船應行正路之右

一北沙西南角所設之警船浮現經改為黑色設於朔望潮落水深五拓之處浮

在南北兩岸中船路之左即冊內所載第三十五浮原名北沙浮現改名南沙浮

一中沙東南角向設之警船浮即冊內所載第三十六浮現經自原設處向西南移設一百五

十拓於朔望潮落水深四拓又四分拓之一之處為指明中沙東北角

一中沙東北角向設之浮即冊內所載第三十八浮現經自原處向西偏北移設約四百拓於

朔望潮落水深七拓之處以指明該沙之東陡界

光緒四年十月十五日 第九十六號示

江海關

一長江太倉州鎮洋縣塘港口沙向設之警船浮現經自原處向東偏南移設約

七十五丈於朔望潮落水深五拓之處為指明該沙西南角自浮視杙樹為

南九度西視白茆口沙警船浮為北二十四度西視狼山塔為北三十七度西

一長江通州姚港口東南沙邊向設之警船浮現經自原處向西北偏西移設約

一里半於朔望潮落水深四拓半之處為指明該沙之西角自浮視狼山塔

為北六十七度東視福山砲臺為南二十九度西視龔家圩鐙杆為北二度西

光緒四年十一月二十四日 第九十七號示

閩海關

一福州府連江縣閩江內距閩安水道北稍東約七里大爐礁上向設之警船石
椿擬欲修理修椿時於椿原處之西暫泊小船其桅上晝挂紅旗夜懸紅鐙以
示趨避

光緒 四年 八月 二十九日

第九十四號示

閩海關

一福州府連江縣閩江口外附近行船北路於去年十二月間經美國篷船名本
渣民叻瑪尔所觸之暗礁即以船名其礁現在礁之東角東偏北距約七十五丈朔望
潮落時水深十一拓地方於九月三十日設有紅黑色繪方格警船浮一個徑
五尺上有黑色長方式條編帽浮上有白色英文即叻瑪尔之音其度勢係照英國兵船名那
掃船主名納碧爾所報開列於下

自礁視長岐山爲北六十八度東視中犬島鐙塔爲南三十七度東視海狗石
頂爲南五十九度東視海貓石頂爲南七十一度東

一避險法程視長岐山南角與馬祖山北角成直線則行於礁南是爲正路行於
礁東視蟹山不宜北偏東

光緒 四年 十月 十二日

第九十五號示

有警船木椿一座徑一尺三寸橫繪黑白相間上有球式頂徑五尺球色上下黑中段白於朔望潮滿時杆頂距水面高二丈球心距水面高一丈三尺

光緒四年八月二十四日 第九十一號示

鎮江關

一長江通州泰興縣復興洲所設之鐙杆現因該處江岸被水冲刷現經移設向南十五度東距原處約一百二十五丈

光緒四年八月二十五日 第九十二號示

閩海關

一福州府連江縣閩江口外附近行船北路於去年十二月間經美國篷船名本

檀民咬瑪尔所觸之暗礁即以船名其礁即日於該處擬設紅黑方格警船浮一個徑

五尺上有黑色長方式條編帽其度勢按第八十四號示照列於下

自浮視長岐山爲北六十八度東視中犬島鐙塔爲南三十七度東視海狗石頂爲南五十九度東視海貓石頂爲南七十一度東

一避險法程視長岐山南角與馬祖山北角成直線則行於浮南是爲正路行於

浮東視蟹山不宜北偏東

光緒四年八月二十七日 第九十三號示

起至南五十九度十五分西止俱見綠光自南五十九度十五分西起至南七十二度二十分西止再見白光自南七十二度二十分西起至吳淞江對岸止俱見紅光所開度數均按羅經方向由外面望見鐙塔計算
一凡吃水最深船隻宜行於鐙船之北距約二十五至五十丈之間爲水深正路然外攔江沙亦時更變靡常

光緒

四年

七月

二十九日

第八十九號示

潮海關

一廣州府新安縣大鵬海船行正路間查有暗石叢礁一段按羅經方向自礁視鳳頭爲北十六度西視黑石島之南角爲北八十七度西視北九柱島與南九柱島之南面成直線爲南五十五度西視擔杆島之東北頭爲南二十五度西一此礁長約三丈五尺寬約二丈六尺勢向東北伸長朔望潮落時礁上水深三拓週圍水深十五拓

光緒

四年

八月

初二日

第九十號示

瓊海關

一溫州府永嘉縣溫州河口內附近泊船處雙門對面孤嶼即江心寺東角向東南約距五十丈於朔望潮滿時在水面下六尺半之小尖石名象巖即東上現經設

一長江太倉州寶山縣吳淞鐙塔亦因此故改照方向白光自鐙塔以西之江岸起照至南一度東止綠光自南一度東起照至南五十六度西止又白光自南五十六度西起照至南七十度半西止紅光仍自南七十度半西起照至吳淞江之西岸止所開度數均按羅經方向由外面望見鐙塔計算

光緒

四年

四月

十二日

第八十七號示

津海關

一天津府大沽攔江沙內朔望潮落時水深十五尺地方泊有招商局躉船一隻名伊頓現經自本月初六日在該船懸挂透鏡白光常明鐙火距水面三丈晴時應照三十里鐙在緯度北三十八度五十三分經度英國中線東一百十七度五十分三十秒自鐙處視紅色警船浮爲北三十五度西相距約十里半

光緒

四年

七月

十四日

第八十八號示

江海關

一長江松江府南匯縣吳淞口外理司摩輪船沉處所設螺螄鐵柱之基址現經撤去將附近原泊鐙船向南移五十丈停於柱基之處

一吳淞江口所設之紅黑二色豎線警船浮

即冊內所載第二十九浮

現已向東移設相距五

十丈

一吳淞鐙塔之鐙改照自塔西長江岸起至南二度西止俱見白光自南二度西

現設於朔望潮落時水深五拓之處自浮視九段鐙塔按羅經方向爲南八度半西約距十里該浮爲指明浮東約距五十丈之沙灘西南角潮落盡則沙露浮上現無號數

光緒 四年 三月 二十五日

第八十五號示

江海關

一長江蘇州府常熟縣中沙東角向設之黑色浮現改紅色上有黑色上窄下寬圓形籃帽自原處向北移設約十八丈於朔望潮落時水深五拓之處爲指明北沙並對面沙中間正水道之右

一中沙東南角之黑浮現改尖圓式切水面徑五尺上有黑色球式籃帽自原處向北移設約距二里半於朔望潮落時水深四拓一尺之處以指明中沙東南角

一狼山浮現改紅色爲指明浮東沙灘之西南角浮設於朔望潮落時水深六拓之處

一狼山一帶沙勢不時更變船經該處務須隨時留心探測以免貽悞

光緒 四年 三月 二十八日 第八十六號示

江海關

一長江太倉州寶山縣吳淞浮 即總冊所載第二十三浮 卽紅黑二色豎線浮設於進吳淞江口船行正路之右者現移於迤南十一度西距原處約四十丈

十一第二千四百等號有相關 以上度勢均按羅經方向 於一千八百七
十三年較得該處羅經變差指北偏西一度

光緒 四年 三月 十四日 第八十四號示

江海關

一長江口松江府南匯縣九段地方於本月二十一日在正水道中間朔望潮落
時水深五拓之處泊設單桅鎧船一隻桅上懸挂凹鏡反光常明白光鎧自船
視九段鎧塔按羅經方向為南六十七度西約距五里鎧火距水面高三丈晴
時應照約三十六里於桅之前纜距船欄高五尺挂白光小鎧一個以指明船
首方向船身紅色兩旁白書英文九段字樣桅上套有黑色籃球徑七尺船上
設有戒險鐘重八百四十斤遇下霧每分時敲六次即隔五秒一敲再隔十五秒一敲也該船如
被風浪逼移原處至無足為示引之處則向懸之大白鎧不照而於船之首尾
另懸紅鎧兩個並桅上之籃球如能即刻落下即落然未落之先球上升一紅
旗為號

一 九段鎧塔向照之鎧 即總冊所載第二十四鎧 業經裁撤

一 長江口九段地方千沙東南角向設之警船浮 即總冊所載第二十浮 業經裁撤

一 千沙西南角向設之紅浮切水面徑五尺上有黑色球式籃帽者 即總冊所載第二十一浮

一本植民咬瑪尔礁以船名礁即該船於去臘所觸者係小段石朔望潮落時石上最

淺處水深三尺距礁四面約九十丈水深九拓至十拓水下泥底自礁視長岐山爲北六十八度東視中犬島鐙塔爲南三十七度東視海狗石頂爲南五十九度東視海貓石頂爲南七十一度東避險法程視長岐山南角與馬祖山北角成直線則行於礁南是爲正路行於礁東視蟹山不宜北偏東

一擲爾們郭尔礁以船名礁係兩暗尖南北相距約七十丈南尖距平露石約二百四

十丈朔望潮落時尖上水深八尺周圍深水惟自尖迤南三十四度東約八十丈有石一段石上水深六拓北尖朔望潮落時尖上水深五尺又平露石南向三十一度東約距一百四十丈有石塊石上水深十二尺自南尖視平露石頂爲北七度十分西視長岐山爲北十六度東視馬祖山爲北六十九度西視海狗石頂爲南五度西

一引水礁以引水船初查故名即海道圖說卷五第七篇所載距海貓石東約三洋里之險石該礁距海貓石約十一里係小尖

石朔望潮落時尖上水深約一尺浪激石頂自礁視長岐山爲北十七度西視海貓石頂爲南八十七度西視海狗石頂爲南六十三度十五分西

此次所考與英國水師衙門所出海道圖第一千二百六十二第一千七百六

閩海關

一福州府連江縣閩江口外馬祖山之西隱險石礁一段近爲洋船名本揸民咬瑪尔所觸現經海關巡船名凌風前往量度以下所列羅經之方向係自該礁正中視尖峯山爲南七十六度半西視海狗小島爲南五十六度東視方露石最東處爲北十度半西該礁長約一百五十丈寬約一百丈伸向東北其兩尖處相距約百丈朔望潮落時尖上水深九尺尖中間水深自三拓至八拓不等

光緒

四年

二月

初六日

第八十二號示

江海關

一長江口松江府南匯縣九段地方原設之鐙架即總冊內所載第二十五鐙該鐙原係紅白二光茲擬於西歷五月初一日先後約即華三月底改設六等透鏡紅色常明鐙晴時應照十五里除岸之一面不見光外其餘俱見紅光

光緒

四年

三月

初九日

第八十三號示

閩海關

一福州府連江縣閩江口外之暗礁三段近經大英國測量水道巡船名那掃詳考開報列下

江海關

一長江口松江府南匯縣九段地方於該處鐙塔之東北正水道中間擬於西歷

三月初約即華正月底泊設單桅鐙船一隻桅上懸挂凹鏡反光常明白光鐙鐙火距

水面高三丈晴時應照約三十六里於桅之前纜距船欄高六尺挂白光小鐙

一個以指明船首方向船身紅色兩旁白書英文九段字樣桅上套有黑色籃

球徑七尺船上設有戒險鐘重八百四十斤遇下霧每分時敲六次即隔五秒一敲再隔

十五秒一敲也該船如被風浪逼移至無足爲示引則向懸之大白鐙不設而於船之

首尾另懸紅鐙兩個並桅上之籃球如能即刻落下卽落然未落之先球上升

一紅旗爲號

一俟此鐙船設妥卽將九段鐙塔之鐙即總冊所載之第二十四鐙撤去

光緒三年十二月初九日 第八十號示

江海關

一第七十九號示即光緒三年十月初十日示所諭曾將銅沙鐙船撤回修理並設別船以代

曉諭在案茲該船修竣仍泊原處暫代之船亦經撤回

一第八十號示即光緒三年十月初九日示所諭創設之九段鐙船約於華二月底先後備設

光緒四年正月二十七日 第八十一號示

一因撤該鐙架擬於吳淞口西岸相近砲臺之鐙塔將該鐙向有爲照進口船路之左一段紅光玻璃仍行安設

鐙光度數列下

白光自鐙塔以西之江岸起照至南三度十五分東止

綠光自南三度十五分東起照至南五十三度四十五分西止

又白光自南五十三度四十五分西起照至南七十度三十分西止

紅光自南七十度三十分西起照至吳淞江之西岸止

所開度數均按羅經方向由外面望見鐙塔計算

光緒 三年 十一月 初二日

第七十八號示

江海關

一長江口太倉州崇明縣銅沙鐙船擬於西曆明年正月初一日先後即中國十

撤回修理工竣仍設原處

一撤修之時於該鐙船原棹之處繫一鐙船暫代其桅上懸挂白光常明鐙晴時應照二十五里下霧之時每一分時敲鑼一次船身紅色桅上之籃球係黑色
徑八尺

光緒 三年 十一月 初十日

第七十九號示

江海關

五尺週圍水深七拓至十三拓自礁視香露花瓶海道圖說作之西石爲北三
十三度東視半潮石爲北十二度東視洛伽山海道圖說作之西北角爲北十
四度西視普陀島東山之北角爲北四十九度西也司莫四島
光緒三年七月十九日 第七十六號示

江海關

一長江布什洲西北於朔望潮落時水深十五尺地方新設紅黑二色豎線警船
浮一個浮切水面徑五尺上有黑色球式籃帽自浮視叢林爲南二十六度西
視獨高樹爲南十三度西
一來往船隻不宜行於該浮與布什洲西北角之中間
一長江北路崇明島東角原設徑五尺之示路浮現經改設紅黑二色橫線示路
浮一個於朔望潮落時水深四拓地方浮切水面徑八尺半上有黑色球式籃
帽自浮視沙尾山即余爲北八十四度東約距四十五里
光緒三年八月十一日 第七十七號示

一長江太倉州寶山縣吳淞口外理司摩船沉處所設之鐵柱鐙架因週圍水勢
日深或能速撤擬即撤去惟架上紅鐙最後始撤撤去之後於原鐙之北二十
二度三十分東約距四十丈地方擬設小船上懸紅鐙下懸白鐙

有沉船桅桿露出水面長五尺該處水深六丈五尺自沉船桅視雞鳴島爲南四十二度東視挨地島爲西五度三十分北所開度數均按羅經方向

光緒三年五月二十日 第七十三號示

江漢關

一長江黃州府黃岡縣祖師殿即塔之鎧船 即册內所載向於水長時移泊雞頭

地方現擬於本年六月初五日前後移泊於羊樂即下對面之角

光緒三年五月二十二日 第七十四號示

江海關

一長江太倉州鎮洋縣狼山鎧船已有傷損現經撤回

一於附近原泊船處水深五丈地方現設紅黑二色豎線警船浮一個徑五尺上有黑球籃帽自浮視福山砲臺爲南六十三度二十分西視白房子爲南五十一度西視中沙東角之浮爲南四十四度四十分東

光緒三年五月二十七日 第七十五號示

浙海關

一定海廳普陀島據招商局合衆輪船船主報稱該島之東探有暗礁一處海道各圖

未載經浙海關理船廳勘符所報羅盤針指度勢並約計朔望潮落時礁頂水深

鐙杆設北岸距營盤前洲嘴之上約一百二十五丈距江岸十丈正與草鞋夾之東口相對微偏東鐙火距此日水勢江面高五丈六尺晴時應照二十三里

光緒 三年 四月 二十三日 第七十號示

臺灣關

一臺灣府打狗口打狗山頂之西八度半南距岸約里餘有萊得石於潮長時石與水平現於該石之南五十三度半西約五十丈之處新查有暗礁一段潮落時礁上水深僅一丈一尺所開度數均按羅經方向

光緒 三年 五月 初八日

第七十一號示

閩海關

一福甯府霞浦縣閩浙交界地方之北關港經太古洋行輪船名之采船主報稱於本年四月十二日在港口中間見有石礁當時潮長有四分之三水激礁石作浪自該礁視鎮關島南頭小嶼爲西十一度北視屏峯島西邊之屏峯角爲北十一度東所開度數均按羅經方向

光緒 三年 五月 十五日

第七十二號示

東海關

一登州府榮成縣現有招商局輪船名海琛之船主報稱小成山渴得角之間見

一中沙舊浮之東現暫設紅色桶浮一個爲指明北沙之邊約於四月二十日以後想可撤去

一凡駛往上游船隻經過該浮應視黑浮在船左紅浮在船右是爲正路

光緒三年三月二十二日 第六十八號示

甌海關

一温州府永嘉縣鳳凰山地方現有甌海關稅務司來文內開據大英國師船名摩司基多水師叅將伯函稱低瓶島之間所有兩石自其西北石之北角起向東北偏北查有暗尖石礁一段長二里半餘朔望潮落時礁上水深三尺至五尺週圍水深一丈五尺至二丈五尺不等礁之最東北石大頂平潮落時礁上多有波浪冲激

一該處測探未詳據漁人云此礁與鳳凰山之間有水道甚深

一礁在緯度北二十七度五十分十五秒至五十一分經度英國中線東一百二十一度十二分十秒

光緒三年四月初四日 第六十九號示

鎮江關

一長江江甯府六合縣永興堡沙洲圩新設鐙杆一架上懸六等透鏡白光常明

一凡由此路入江之船未至佘山相距約九里即須視佘山爲北八十四度二十
二分三十秒東仍依此向行過佘山距二十四里之遙即宜改向此浮直行是
爲水深正路

光緒 三年 正月 二十一日

第六十六號示

臺灣關

一臺灣府臺灣縣安平口北六里之遙距岸約二里餘該處新見沙灘兩塊潮落
時沙露水面

光緒 三年 正月 二十三日

第六十七號示

江海關

一長江蘇州府常熟縣中沙東角設有黑色桶式警船鐵浮一個上有黑色球式
籃帽浮切水面徑五尺朔望潮落時浮下水深二丈五尺

一北沙南邊新設紅色桶式警船鐵浮一個上有黑色平尖圓籃帽浮切水面徑
五尺朔望潮落時浮下水深三丈

一北沙向設之舊浮即冊內所載第二十七浮現更易紅色桶式者該舊浮約於四月十二日
以後想可撤去

一中沙舊浮即冊內所載第二十八浮擬即稍移於該浮原處向東北爲指明船行新路之左
邊

江海關

一長江蘇州府常熟縣中沙地方現已設有圓盤帽黑色桶式警船浮一個爲指明該沙之東南角浮切水面處徑五尺一寸朔望潮落時浮下水深一丈八尺四寸自浮視狼山塔爲北六度十五分東視狼山鐙船爲北四十二度西視北沙警船浮爲南一度三十分東

一凡駛往上游船隻經過北沙警船浮時應視該浮在船路之北十五丈又視現設之浮應在船路之南三十丈對直駛過現設之浮再駛五十五丈之遠卽斜向狼山鐙船行駛是爲船行正路

一以上所指明應行之路惟狼山一帶沙勢時有更變往來船隻仍須隨時測量以定趨避

光緒 二年 九月 二十六日

第六十五號示

江海關

一長江太倉州崇明縣船進江北路間崇明島東角地方於朔望潮落時水深二丈八尺之處新設紅黑二色橫線警船鐵浮一個爲指明水深正路該浮徑五尺上有黑色條編圓球自浮視佘山鐙塔爲北八十九度四十五分東約距四十七里

於珊瑚叢上海道各圖未經載列嗣有英國師船名喇嘛者查明該叢準確所在方向

開列於下

一自珊瑚叢視小岐海道圖說作鷄籠島為南七十四度東視皇帝殿海道圖說作馬多尼恩山為南

三度東視龜頭為南二十七度西該叢寬長約一百五十碼至二百碼之數朔

望潮落時水最淺處約一丈七尺五寸其深淺不一間亦探有五拓九拓之水

以上所開度數均自該叢水深一丈七尺五寸之處計算等情

光緒二年七月十七日 第六十三號示

浙海關

一甯波府鎮海縣邊駕門水道有尖形暗礁一塊海道各圖未經開載茲查得該礁於朔望

潮落時出水面僅三尺五寸自礁視戈門志頭之最東與中門柱之最西處成

直線現將該礁所在準確方向開列於左

一自礁視中門柱最西之處為北三十度五十六分十五秒西

一自礁視黃嶙山海道圖說作疆人島為北七十八度四十五分東

一該礁週圍水深約自六拓至十四拓之數

光緒二年七月十九日 第六十四號示

浙海關

一定海廳岱山之西現有總理大英國遊歷大清國等洋面各巡船二等水師提督軍門賴來函開稱於近日本國巡船名克斯多哩當於鑼鼓山及兩頭洞之間所有船行正路一帶向北行駛之際其時計按望日之潮應落至四點半鐘之久該處見有浪激石礁之處距本船向東少南約七丈七尺時自本船視鑼鼓兩山最南各角爲西少北成直線視龜鼈山之中間爲南二度四十八分四十五秒東船在緯度北三十度十六分四十秒經度英國中線東一百二十二度三分三十秒即經度中國中線東五等情

光緒二年六月二十二日 第六十一號示

浙海關

一甯波府鎮海縣夏老太婆礁上之椿即冊內所載第二十六椿前被大風毀壞現已復設其

本年三月十一日於第五十六號示內所言暫設之紅色浮現已撤去不用

光緒二年七月初四日 第六十二號示

淡水關

一臺灣府淡水廳現有總理大英國遊歷大清國等洋面各巡船二等水師提督軍門賴來函開稱本年四五月間本國巡船名嘔嚙啞呵出雞籠港口時觸

江海關

一長江松江府南匯縣干沙西南角於閏五月二十四日先後擬設紅色警船鐵浮一個切水面徑八尺五寸上有黑色藍帽設在干沙東南極外之處

一該處原設之紅色警船浮一個切水面處徑五尺者現移設於上游相距六里

一船隻由海入江此兩浮均設於船路之右

光緒 二年 閏五月 十六日 第五十九號示

江海關

一長江松江府南匯縣干沙於朔望潮落時水深一丈四尺地方新設紅色警船鐵浮一個切水面徑八尺五寸上有黑色藍帽浮上以白色書英文 No.1 即係第

一號字樣自浮視九段鐙塔爲北六十四度西相距約十七里

一該處原設之紅色警船浮一個上有上窄下寬圓形藍帽切水面徑五尺現已移設於朔望潮落時水深一丈五尺地方自浮視九段鐙塔爲南二十五度二

十七分西相距七里浮上以白色書英文 No.2 即係第二號字樣

一以上兩浮均設於進口船路之右

光緒 二年 閏五月 二十六日 第六十號示

立綠色新沉船浮一個上以白色書有洋文
WRECK 即係沉船字樣其現在暫設之
浮一俟新浮完工即行更換撤去

光緒 二年 二月 十六日 第五十五號示

浙海關

一甯波府鎮海縣大遊山東北角夏老太婆礁上向所設警船樁
即總冊所載 第二十六樁 昨

被風浪衝刷無踪現擬暫時代用紅色警船浮一個設於大遊山最東之東北
角對面

光緒 二年 三月 十一日 第五十六號示

江海關

一長江蘇州府常熟縣北沙上向設紅色警船浮一個擬於五月十四日先後自
原處移設向南六十二度西相距七十六丈五尺於朔望潮落時水深二丈五
尺之處

光緒 二年 四月 十七日 第五十七號示

鎮江關

一長江常州府江陰縣開沙墩北向設之鐙因江岸坍塌現移設向內至南八十
度東相距原處約一里

光緒 二年 五月 十九日 第五十八號示

臺灣關

一臺灣府澎湖廳澎湖島西嶼海道圖說作漁翁島西南角上現設有黑色圓形鐵鐙塔一

座高一丈七尺自基至鐙頂共高二丈八尺上置四等透鏡白光常明鐙鐙火

距水面十七丈四尺晴時應照四十五里除被山遮之外俱見鐙光塔在緯度

北二十三度三十二分五十三秒經度中國中線東二度五十九分十九秒英

國中線東一百十九度二十八分七秒守鐙房垣俱係白色

一此鐙於十一月二十三日晚初次開點

一其新建鐙塔之旁前用之石鐙塔現已撤去不用

光緒元年十二月初三日 第五十三號示

江漢關

一長江黃州府黃岡縣牛王廟西北角之沙邊沉船處前於第四十七號示內所

諭船桅上之懸鐙現已撤去不用

光緒元年十二月十六日 第五十四號示

江海關

一長江太倉州寶山縣吳淞口理斯摩沉船地方於警船樁總冊內所載

第二十
七樁

指明該處向所有船桅一枝昨被華船誤觸損失現於沉船下游之旁在吳淞

鐙塔前與沉船相對成直線之處暫設黑色倒尖形警船浮一個擬於早日設

火距水面二十四丈三尺晴時應照七十二里塔在緯度北二十四度五十九分經度中國中線東二度五十九分十二秒英國中線東一百十九度二十八分守鐙房垣俱白色

一其於第三十四號示內所諭暫用常明小鐙現已撤去不用

一此鐙於十一月初九日晚初次開點

光緒 元年 十一月 初七日

第五十一號示

廈門關

一漳州府海澄縣廈門口外青嶼北坡上現設有紅白二色豎線八角形磚石鐙塔一座高一丈七尺自基至鐙頂共高二丈八尺上置四等透鏡紅白二光常明鐙火距水面十一丈晴時白光應照四十五里紅光應照二十四里自北一度東起經正北至北五十七度西止俱見紅光自北五十七度西起經正西正南至南五十度東止俱見白光自南五十度東起至南八十九度東止又見紅光塔在緯度北二十四度二十二分十五秒經度中國中線東一度三十八分十二秒英國中線東一百十八度七分守鐙房垣俱白色

一此鐙於十一月十六日晚初次開點

一其總冊內所載第十號之鐙

即大膽島鐙

仍舊點照不撤

光緒 元年 十一月 十七日

第五十二號示

距約三分之二水深二丈八尺之處沉有華船一隻其桅露出水面自該處視禮記洲西角殷洲頭爲西十七度南視該處警船椿爲東少南

光緒元年八月初七日 第四十九號示

江海等關 廈門臺灣

一長江松江府南匯縣吳淞口外於理斯摩沉船附近之處所設鐵螺螄鐙塔一座自示之後設有大鐘一架計重二百餘觔凡遇大霧時每六秒敲大鐘一次以示鐙塔所在

一興化府莆田縣烏邱嶼現暫用之常明小鐙擬不日撤去代用頭等白光漸明漸滅鐙每一分時明滅一轉

一漳州府海澄縣廈門口外青嶼又台灣府澎湖廳澎湖島西嶼等處所建鐙塔已將工竣不日此兩鐙即可開點

一以上各鐙前已分列第三十四四十二四十三四十八等號示內並載入英國水師部內本年刊印中國海江鐙塔冊內第一百六十四號

光緒元年九月十五日 第五十號示

閩海關

一興化府莆田縣烏邱嶼一名烏龜嶼頂上現設有黑色圓形石塔一座高三丈自基

至頂共高五丈四尺上置頭等透鏡白光漸明漸滅鐙每一分時明滅一轉鐙

江漢關

一長江黃州府黃岡縣牛王廟西北角之沙邊所沉洋式華船名鎮海者自示之後卽於船桅上置有懸鐙一盞以指明沉船所在

光緒

元年

五月

十四日

第四十七號示

江海關

一長江松江府南匯縣吳淞口外自吳淞教場尖嘴沙之鐙塔向北七十二度三十分東又自理斯摩沉船向北二十七度十五分西相距三十四丈於船進吳淞江正路之左水深九尺三寸之處現已設有鐵鐙塔一座係鉄螺螄柱四脚者上有守鐙小房置有六等透鏡四面紅光常明鐙火距水面二丈五尺晴時應照十五里其鉄螺螄柱上橫豎各撐柱俱係黑色該守鐙小房係白色

一該鐙已於六月二十日晚初次開點

一該處向有四明公所所置之鐙船現已撤去不用

一其吳淞教場尖嘴沙之鐙塔於船行正路之左向置之紅光鐙現改照白光

光緒

元年

六月

二十一日

第四十八號示

鎮江關

一長江鎮江府丹徒縣世業洲新灘之北於船行正路中間在該處水道上游相

江海關

一長江松江府南匯縣吳淞口外附近理斯摩沉船處於船進吳淞江正路之左不日擬建鐵螺螄基鐙架一座上置六等透鏡四面紅光常明鐙

一長江太倉州寶山縣吳淞口外西岸攔江沙自理斯摩沉船處之鐙開點之後將向於船行正路之左所有吳淞鐙塔之紅光鐙改照白光其餘仍照舊式不易

光緒元年四月初七日

第四十四號示

鎮江關

一長江常州府靖江縣十三段圩又鎮江府丹徒縣硯台山又揚州府儀徵縣世業洲西角之殷洲頭又太平府蕪湖縣廣福磯等四處地方所用之小鐙現均已改置六等透鏡白光常明鐙

光緒元年四月初九日

第四十五號示

九江關

一長江安慶府懷甯縣攔江磯附近北岸所沉之江龍輪船現因該船身全行陷沒不見擬設鐙船一隻上置紅光常明小鐙以指明沉船所在惟於大風時或被風潮衝移方向故此鐙不甚可靠此鐙曾於第二十二號示內所諭即冊內所載第四十二鐙也

光緒元年四月二十四日

第四十六號示

廈門關

一漳州府海澄縣廈門港外青嶼北坡上現擬新建鐙塔一座業已興工擬作石
 磚八角式紅白二色豎線色樣者高一丈七尺自基至頂共高二丈八尺上置
 四等透鏡紅白二光常明鐙火距水面十丈餘白光晴時應照四十五里自
 北五十四度西起經正西正南至南五十度東止俱見白光其九節礁及八丈
 淺水沙等處方向俱見紅光塔在緯度北二十四度二十二分十五秒經度中
 國中線東一度三十八分二十七秒英國中線東一百十八度七分十五秒守
 鐙房係白色所開方向均按羅經自海岸望見鐙塔計算

光緒

元年

三月

初五日

第四十二號示

臺灣關

一臺灣府澎湖廳澎湖島西嶼海道圖說作漁翁島西南角於向來土人所設鐙塔之旁現
 擬不日創建新鐙塔一座擬造黑色鐵鑄圓形者高一丈七尺自基至鐙頂共
 高二丈八尺上置四等透鏡白光常明鐙火距水面十九丈晴時應照四十
 五里除被山遮之外俱見鐙光塔在緯度北二十三度三十二分四十五秒經
 度中國中線東二度五十九分二十七秒英國中線東一百十九度二十八分
 十五秒守鐙房垣俱係白色

光緒

元年

三月

二十五日

第四十三號示

東海關

一登州府榮城縣成山頭東北角新建鐙塔一座現於本月初七日晚初次開點
該鐙塔係用石砌圓形者高三丈自基至頂共高五丈四尺上置頭等透鏡紅
白二光常明鐙燈火距水面十七丈晴時白光鐙應照六十三里自南六十二
度東起至南三十度東止俱見白光自南三十度東起至南十七度東止俱見
紅光自南十七度東起經正南正西正北至北二十一度東止仍見白光自北
二十一度東起至北四十九度東止仍見紅光自南五十九度十五分東至南
十八度十五分東之間鐙光被山遮蔽者七處此七處中自南二十六度十八
分東至南二十三度十分東係被海驢島所蔽塔在緯度北三十七度二十四
分經度中國中線東六度十三分十二秒英國中線東一百二十二度四十二
分鐙塔守鐙房垣俱擬飾以白色

一前於第三十九號示內所諭暫用之鐙現經撤去

同治

十三年

十一月

二十九日

第四十號示

閩海關

一福州府長樂縣東犬山南角現據閩海關稅務司照會內開該處向設之警船

樁即冊內所載
第十六樁

現經毀除毋庸復設

同治

十三年

十二月

初四日

第四十一號示

鎮江關

一長江通州龔家老圩地方北岸所有鐙桿一架現因江岸坍塌擬於五月二十九日先後自原處移設向北約距一百二十八丈之處

同治十三年四月十三日

第三十八號示

東海關

一登州府榮城縣成山頭東北角擬新創鐙塔一座現已動工該鐙塔擬用石砌圓形者高三丈自基至頂共高五丈四尺上置頭等透鏡紅白二光常明鐙燈火距水面高十七丈晴時白光鐙應照六十三里自海面俱見白光其西南二方紅光之處俱係海岸往來船隻幸勿向此處行駛以免淺阻之患塔在緯度北三十七度二十四分經度中國中線東六度十三分十二秒英國中線東一百二十二度四十二分

一該鐙塔未成以前暫以六等白光常明鐙代用自北三十度東起經正西正南至南三十度東止除自南十八度東起至南二十一度東止被岸山及海驢島間有遮掩鐙光之外其餘俱見白光鐙火距水面十三丈餘晴時應照二十四里

同治十三年六月十九日

第三十九號示

度四十五分西一置於船入內港處卽朔望潮落時水深三丈七尺地方浮上帽頂徑三尺五寸自浮視芭蕉山爲北四十六度四十五分西視連嶼爲南五十四度三十分西

一往來船主等若見該浮或有損壞等情卽速赴本關報明爲荷

同治十三年二月二十九日 第三十五號示

浙海關

一甯波府鎮海縣涌江中遊山江礁地方現設尖圓式紅黑方格警船浮一個切水面徑五尺餘上有紅色帽頂距水面高約一丈浮下旋以鐵鍊長七丈七尺於水深三丈三尺之處距山江礁頂向北十一度十五分西七丈六尺自浮視虎蹲山旗桿爲南八十二度西視小遊山頂爲南四十度東

同治十三年三月三十日 第三十六號示

閩海關

一福州府連江縣閩江口內芭蕉尾礁於朔望潮落時水深一丈二尺之處現置有紅色倒尖形警船浮一個徑五尺餘該礁上水深八尺五寸進口船隻應行於浮之左邊自浮視芭蕉尾爲南七十七度東視芭蕉山頂爲北十二度東

同治十三年四月初三日 第三十七號示

閩海關

一興化府莆田縣烏邱嶼一名烏龜嶼頂上創造鐙塔一座現經動工擬建石砌圓形

者高三丈自基至頂共高五丈四尺上置頭等透鏡白光漸明漸滅鐙每一分
時明滅一轉鐙火距水面二十四丈三尺晴時應照七十二里塔在緯度北二
十四度五十九分經度中國中線東二度五十九分十二秒英國中線東一百
十九度二十八分

一該鐙塔興工未竣其漸明漸滅鐙未用之前暫以六等透鏡白光常明鐙代用
晴時應照二十一里

同治十三年

二月

初四日

第三十四號示

閩海關

一福州府連江縣閩江口於船入口正路現置有尖圓式紅黑橫線警船示路浮
三個切水面處徑各八尺五寸上各有黑色帽頂距水面高一丈五尺其一置
於船行初入口之處即朔望潮落時水深七尺地方該帽頂徑三尺四寸自浮
視芭蕉山爲北八十五度十五分西視鳥礁即立爲南五十四度四十五分西
一置於船入口至半路處即朔望潮落時水深二丈之地方浮上有條編尖圓
帽下徑四尺餘自浮視芭蕉山爲北六十九度三十分西視鳥礁爲南三十九

江海關

一長江太倉州崇明縣白茅沙地方在上游船路之右於水深二丈五尺之處現已設有紅色倒尖形警船浮一個上有黑色球式籃帽浮切水面處徑六尺八寸爲指明該沙之左邊

同治 十二年 十二月 初九日

第三十二號示

潮海關

一潮州府南澳廳東彭島頂上現已設有黑色鐵鑄圓形塔一座高二丈一尺自基至頂共高四丈六尺上置頭等透鏡四面白光常明鐙鐙火距水面二十餘丈晴時應照六十六里塔在緯度北二十三度十四分五十秒經度中國中線東四十八分四十二秒英國中線東一百十七度十七分三十秒守鐙房垣俱白色

一該島之南坡現已設白色鐙房一座房窓內置四等透鏡紅光常明鐙鐙火距水面四丈七尺晴時應照二十一里自北三十四度三十分東起至北五十度三十分東止俱見鐙光以示往來船隻免觸四維勤仔兩礁之險所有方向按羅經自海邊望見鐙房計算

一該處兩鐙俱自正月初二日初次開點

同治 十三年 正月 初十日

第三十三號示

至該江岸止所有方向俱按羅經自江岸望見該鐙計算其指明進吳淞江口
正路之白光並正路右旁之紅光各方向照舊不易該鐙塔擬飾以黑色

同治 十二年 七月 二十一日 第二十八號示

鎮江關

一長江常州府江陰縣紫氣沙即攔門沙又通州泰興縣連成洲又鎮江府丹徒縣世

業洲新灘之東尾又太平府當塗縣尙寶洲共四處地方向設之小鐙現已撤
去茲以六等透鏡白光常明鐙代用

同治 十二年 十一月 十二日 第二十九號示

江海關

一長江太倉州寶山縣進吳淞江口船行正路於該處鐙塔及警船浮兩端之間
沉有甯波華船一隻恐沉船漂移無定現用小船一隻連縛沉船停泊日挂紅
旗夜懸紅鐙爲號以示沉船所在

同治 十二年 十一月 十七日 第三十號示

江海關

一長江太倉州寶山縣進吳淞江口船行正路該處鐙塔及警船浮兩端之間前
於第三十號示內所云該處沉有甯波華船一隻現將沉船毀除無碍

同治 十二年 十二月 初三日 第三十一號示

塔爲南六十二度西照此推算約視九段鐙塔爲北六十二度西守船人等見來往船隻誤入險途卽放砲一次並陞挂通用旗號示以應行之路遇大霧時每十秒吹戒險汜螺一次修鐙續油時另懸白光鐙以代並放迅光爲號一其於第二十四號示內所諭暫代之鐙船現已撤去不用

同治 十二年 閏六月 二十八日 第二十六號示

江漢關

一長江武昌府大冶縣雞頭地方對面現有停泊鐙船一隻上置六等透鏡四面白光常明鐙該船現泊在緯度北三十度十二分十六秒經度中國中線西一度十六分二十五秒英國中線東一百十五度十二分二十三秒倘嗣後水道形勢更變該船當隨時移泊其餘在本關界內之鐙船俱置有此項小鐙晴時除被山遮掩不見鐙光外餘處俱應照至約二十里

同治 十二年 七月 初六日 第二十七號示

江海關

一長江太倉州寶山縣吳淞口外西岸攔江沙卽教場尖嘴沙地方所有警船鐙向自南五十七度西起經正南至該江岸止俱見紅光現擬改綠白二光鐙代用其綠光照至自南五十七度西起至南十二度西止其白光照至自南十二度西起

擬用鐵鑄圓形黑色者高二丈一尺自基至鐙頂共高四丈六尺上置頭等透鏡四面白光常明鐙火距水面二十丈餘晴時應照六十六里塔在緯度北二十三度十四分五十秒經度中國中線東四十八分四十二秒英國中線東一百十七度十七分三十秒守鐙房垣俱白色

一於該島之南坡亦擬開點新鐙其鐙擬設透鏡紅光常明者自南三十四度三十分西起至南五十度三十分西止均見紅光以示往來船隻免觸四維勤仔兩礁之險

同治 十二年 六月 十五日

第二十五號示

江海關

一長江口外太倉州崇明縣銅沙地方現將該處原設之鐙船仍泊該沙之西南於水深一丈八尺之處船係單桅者上懸黑色圓球徑八尺五寸船身紅色兩旁書洋文 TUNGSHA 即係銅沙字樣船上置有凹鏡逼射白光漸明漸滅鐙每半分時明滅一轉鐙火距水面三丈四尺晴時應照三十三里船在緯度北約三十一度七分二十秒經度中國中線東五度三十二分三十二秒英國中線東一百二十二度一分二十秒自船視佘山 即沙 鐙塔為北三十五度東視大戢山鐙

東浙海關

一現據英國公司船名孫大之船主何君報稱前有沉溺輪船名都魯蒙加司在緯度北三十度二十四分四十秒經度中國中線東六度四分十二秒英國中線東一百二十二度三十三分自金山列島東南之小島視沉船處爲北五十五度東相距二里餘該方向應照羅經變差扣算爲真

一登州府榮城縣海驢島成山頭東北角中間測有礁石一塊於朔望潮落時卽露出水面自該礁旁邊所泊之小船按羅經方向視成山頭之東北角爲東南少南視成山頭西邊之高坡爲正西視海驢島最西之角爲西北少北

同治

十二年

五月

十九日

第二十三號示

江海關

一長江口外太倉州崇明縣銅沙西南向設之鐙船現已暫行撤去另以額外船隻代設該處所用之鐙仍照舊式卽係白光漸明漸滅鐙每半分時明滅一轉遇大霧時前用之戒險沕螺現改用大鐘不時敲鐘一次以示鐙塔所在

同治

十二年

六月

初七日

第二十四號示

潮海關

一潮州府南澳廳東澎島頂上於西歷本年內擬卽開點新鐙現已動工該鐙塔

明鐙晴時應照二十一里自北三十五度西起經正北正東正南至南二十五度西止俱見鐙光鐙火距架底三丈

同治 十二年 三月 二十七日

第二十號示

江海關

一長江口外太倉州崇明縣距銅沙鐙船向南十八度東約二十一里之處前於第十九號示內所諭該處沉有華船一隻露出水面之桅杆現已毀去

同治 十二年 四月 初七日

第二十一號示

九江關

一長江安慶府懷甯縣攔江磯距江之北岸一百三十丈之處於前沉江龍輪船之天平架上置木桿一根長八尺上懸紅光常明鐙鐙火距此日水勢江面高約三丈四尺左右並據大美國巡船名卑樂斯水師人員名威播報稱自沉船處視太子磯爲北三十二度三十分東視大王廟爲南六十八度東又視小廟爲北七十一度東視南岸大石對面之角爲南六十三度東該鐙遇大風時不便前往按時點照幸往來船隻勿以此鐙爲準

同治 十二年 四月 二十日

第二十二號示

一該鐙擬於月之十四日開點

一福州府閩縣閩江內爲指明大嶼對面之礁石於船行正路之左向所設紅白二色間線警船浮一個擬自四月初五日以後裁撤不用卽於是日新設黑色倒尖形警船浮一個浮切水面徑五尺餘其於船行正路之右所設之紅色倒尖形警船浮一個仍用舊式無庸更改

同治

十二年

三月

十六日

第十八號示

江海關

一太倉州寶山縣黃浦江口於寶山沙尾水深一丈八尺之處現已新設紅黑間線倒尖形警船浮一個其向設之紅色浮撤去不用該處所有理斯摩沉船之旁泊有華船一隻係四明公所置辦者惟該船之鐙有時撤去不能劃一往來船隻幸勿專賴此鐙庶免貽悞

一長江口外太倉州崇明縣距銅沙鐙船向南十八度東約二十一里於水深一丈四尺地方今日見有沉船一隻其桅露出水面若干尺上有橫杆一枝

同治

十二年

三月

二十六日

第十九號示

江漢關

一長江黃州府蘄州城南釣魚臺上現已設有鐙架一座上置六等透鏡白光常

一長江太平府當塗縣尙寶洲所設之警船鐙擬於十二月十二日先後自該洲之北角移至洲西岸之中間

一以上所開之鐙俱係白光常明者

同治 十一年 十一月 十八日

第十六號示

浙海關

一甯波府鎮海縣七里嶼頂上現設大鐘一架重四百餘斤自示之後凡遇下霧時每十五秒敲大鐘一下以示該處鐙塔所在其舊置之大鑼現已撤去不用

一甯波府鎮海縣虎蹲山

海道圖說作八嶼

頂上自示之後遇下霧時每約一分時連擊銅

鑼五下以示該處鐙塔所在其舊置之船鐘現已撤去不用

同治 十二年 二月 二十一日

第十七號示

閩海關

一福州府福清縣距海頭山向南六十七度三十分東約十三里半之牛山島頂上設有黑色圓形石塔一座高二丈一尺自基至頂共高四丈六尺上置頭等透鏡四面白光常明鐙火距水面二十二丈晴時應照六十九里塔在緯度北二十五度二十六分經度中國中線東三度二十九分五十四秒英國中線東一百十九度五十八分四十二秒守鐙房垣俱係白色

丈晴時應照四十五里塔在緯度北三十度二十分二十五秒經度中國中線東五度二十二分五十七秒英國中線東一百二十一度五十一分四十五秒守鐙房垣均係白色

一該鐙已於八月二十九日晚開點

同治 十一年 九月 初一日

第十四號示

江海關

一長江松江府南匯縣干沙一名暗河沙地方向設警船鐵螺絲樁已被風浪衝刷無踪

現在該沙之東南尾於水深八尺五寸之處新設紅色警船鐵浮一個徑五尺餘上有上窄下寬三角式帽帽距水面高一丈自浮視九段鐙塔爲南三十八度西視黃家灣小樁爲北六十九度西

同治 十一年 九月 二十一日

第十五號示

鎮江關

一長江通州龔家老圩地方在該處北岸向設船桅上之小鐙現擬不日撤去不用茲將六等透鏡鐙仍設原處該鐙晴時應照二十一里

一長江通州泰興縣鰻魚沙南尾在該處向設船桅上之小鐙現擬不日撤去不用茲將六等透鏡鐙仍設原處該鐙晴時應照二十一里

江海關

透鏡四面白光常明鐙燈火距水面二十丈晴時應照六十六里塔在緯度北二十五度二十六分經度中國中線東三度二十九分五十四秒英國中線東一百十九度五十八分四十二秒守鐙房垣俱白色

一該鐙擬於明年二月間開點

同治 十一年 七月 初四日

第十二號示

一甯波府定海廳嶼心腦海道圖說作福而該奴島頂上擬於八月底設立黑色圓形石鐙塔一

座高一丈七尺自基至頂共高二丈八尺上置四等透鏡四面白光常明鐙燈

火距水面八丈晴時應照四十五里塔在緯度北三十度二十分二十五秒經

度中國中線東五度二十二分五十七秒英國中線東一百二十一度五十一

分四十五秒守鐙房垣均係白色

一該鐙擬於八月二十九日開點

同治 十一年 七月 初四日

第十三號示

江海關

一甯波府定海廳嶼心腦海道圖說作福而該奴島頂上所設黑色圓形石鐙塔一座高一丈七

尺自基至頂共高二丈八尺上置四等透鏡四面白光常明鐙燈火距水面八

一松江府南匯縣吳淞口外前理斯摩沉船處之旁向泊有鐙船現擬於七月二十九日撤去不用

同治 十一年 六月 十二日

第十號示

閩海關

一福州府長樂縣東犬山

海道圖說作中犬山

東北角設有白色圓形石塔一座高三丈自基

至頂共高五丈四尺上置頭等透鏡白光常明放斂鐙每半分時放斂一次鐙火距水面二十一丈八尺晴照六十九里此鐙自南七十度東起至南八十九度東止又自北八十一度四十五分東起至北六十一度三十分東止又自北五十七度東起至北四十度三十分東止均被東犬東沙兩山遮掩其餘各度俱見鐙光塔在緯度北二十五度五十八分二十秒經度中國中線東三度三十三分三十二秒英國中線東一百二十度二分二十秒守鐙房垣俱白色

一該鐙擬於六月初七日晚間初次開點

同治 十一年 六月 十七日

第十一號示

閩海關

一福州府福清縣距海頭山向南六十七度三十分東約十三里半之牛山島頂上設有黑色圓形石塔一座高二丈一尺自基至頂共高四丈六尺上置頭等

閩海關

一福州府長樂縣東犬山

海道圖說作中犬山

東北角設有鐙塔一座上置頭等透鏡白光常

明放斂鐙每半分時放斂一次鐙火距水面約二十丈以故晴天可照至六十

六里此鐙自南十八度四十五分西起經正西至北六十八度三十分西止俱

被東犬東沙兩山遮掩其餘各度俱見鐙光

一此鐙擬於六月初七日先後開點

同治

十一年

五月

二十二日

第九號示

江海關

一長江太倉州寶山縣吳淞口外西岸攔江沙

卽教場尖嘴沙

地方因新建鐙塔擬於六

月二十七日開點是以向設洋式矮屋內之鐙當於是日裁撤不用該鐙塔係

磚砌方形式樣高三丈八尺自基至頂共高四丈九尺上置四等透鏡紅白二

光常明鐙鐙火距水面四丈三尺晴時自北五十七度十五分西起經正北正

東正南至南三十二度四十五分西止應照三十六里凡船隻由長江進吳淞

港內以見白光爲應行正路其餘見有紅光之處均不宜行駛塔在緯度北三

十一度二十三分二十二秒經度中國中線東五度四十七秒自該處視船行

正路之中間爲北六十三度三十分東視正路兩旁相距十三度三十分

一長江白茆口沙東北尾於水深三丈八尺之處設有黑色警船浮一個上有圓式帽頂其塘港口白茆口兩浮之間爲船隻直行正路

一長江白沙西南尾於水深三丈六尺之處設有紅色警船浮一個上有上窄下寬帽頂

一長江中沙東北尾於水深三丈之處設有黑色警船浮一個上有圓式帽頂

一長江姚港口沙邊東南尾於水深三丈六尺之地方設有紅色警船浮一個上有圓式帽頂其中沙與姚港口沙兩浮之間爲船隻直行正路

一如有引水船主人等帶船進港見該浮若有毀壞或被風浪冲移以及沙勢更變等情祈速至該關報明至舊浮五個均已撤去

同治 十一年 二月 初一日

第八號示

東海關

一登州府蓬萊縣猴磯島附近地方現據傳言該處洋面於水深五丈餘之地方有輪船名北河者忽爾沉溺其桅一係毫無損壞露出水面一係折損半截者水漲時料爲水沒不見自該處視陀磯頂爲北五十六度東視猴磯中間爲北八十九度東視長山島東北角相距約二十一里爲南六十八度東

一所開度數均按羅經方向

同治 十一年 二月 二十八日 此示另行曉諭未列號數

挂白光鐙以指明過沙正路如船體入水較深夜間欲過此沙時須先向江海關稅務司派駐吳淞專管水道之員詢問令於旗桿懸鐙以指明淺沙處究有若干深之水務使船行無碍

同治

十一年

正月

初二日

第六號示

山海關

一奉天府遼河口外攔江沙外擬於三月十三日將該處鐙船照舊停泊船身紅色兩旁書有洋文 NEWCHWANG 卽係牛庄字樣中桅上有黑色圓球徑五尺餘船上置有凹鏡逼射白光常明鐙火距水面三丈四尺晴時應照三十三里遇大霧時每十秒吹戒險汽螺一次修鐙續油時另懸白光小鐙以代並放藍光爲號自鐙船視鹽廠山爲南十八度東視廢塔爲南四十七度東又視外浮爲北六十四度東所開度數均按羅經方向

同治

十一年

正月

二十一日

第七號示

江海關

一長江口內於塘港口裡鵝兩沙界內地方近有新設警船浮五個每浮徑五尺餘按置各處

一長江塘港口沙西南之尾於水深一丈五尺之處設有紅色警船浮一個上置圓形帽頂

復設仍置原處該浮飾以黑白豎線相間色樣專爲示路之用近以白茆口沙東北沙尾較長卽進江船隻應於浮之右邊行駛自浮視杙樹爲南六度東視小樹一攢爲南六十五度西又視黑白豎線色樣警船浮爲北五十二度西一以上所開度數均按羅經方向

同治 十年 十二月 十五日

第四號示

江海關

一長江口外洋面所有雞骨礁現據美國公司船名科士荅里加船主名威連士稟報該船於西歷正月十八日經過該處見有華船一隻沉溺於水深約七丈五尺之處距該礁向正東四十二里該沉船有桅桿兩枝露出水面約八尺五寸其中有一桅係倒插水面者

同治 十年 十二月 十五日

第五號示

江海關

一長江太倉州寶山縣吳淞口內攔江沙近在該處相距上游七十六丈地方新設警船木椿兩根其短者在前上有三尖式帽其長者在後上有四方式帽船經高橋小沙時以視此兩椿成直線爲循正路之由其前置舊椿三根擬於正月二十二日先後撤去不用夜間卽於岸上低處設有紅光鐙在於短椿上懸

江海關

一長江口內地方於水深三丈之處沉有華船一隻其桅桿露出水面約一丈七尺自沉船處視九段鐙塔爲南二十二度三十分東視九段小椿爲北七十八度四十五分西視千沙鐵椿爲南六十七度三十分東

同治 十年 十一月 二十六日

第二號示

江海關

一長江口內地方前於第二號示內所載於九段鐙塔與該處小鐵椿兩端之間所有沉船現已將露出水面之桅桿全行毀除

同治 十年 十二月 初八日

第三號示

江海關

一長江太倉州鎮洋縣狼山水道所設鐙船因該處沙勢較長現已自原處向東移泊相距約一里之遙自鐙船視狼山塔爲北二十一度東視福山礮台爲南六十三度三十分西視平樹爲南八度三十分西視鐙船原設之處爲北七十五度西

一長江太倉州鎮洋縣塘港口沙西南尾前設警船浮已被風浪衝刷無踪現經

海江警船示

稅務營造處總營造司韓

爲

通行曉諭事照得本總營造司前奉

總稅務司赫 憲劄行以沿海沿江建造鐙塔浮樁等事或係創設或宜改移或有增添或須裁撤營造既有變更務卽隨時彰明出示通曉各處俾得行江海船隻周知徧喻等因茲本總營造司查江海關稅務司所屬界內狼山鐙船移泊及塘港口警船浮損失合將其情形開列於左

計開

一長江太倉州鎮洋縣狼山地方所有鐙船因該處沙勢較長現擬不日自原處移泊向東往來船隻應於該鐙船東旁行駛
一長江太倉州鎮洋縣塘港口沙西南尾向設紅色之警船浮昨被風浪衝刷無踪現擬卽日復設仍置原處

爲此合卽遵行出示通曉各處船隻其務宜留心詳記以免疎虞勿忘勿忽切切特示

同治

十年

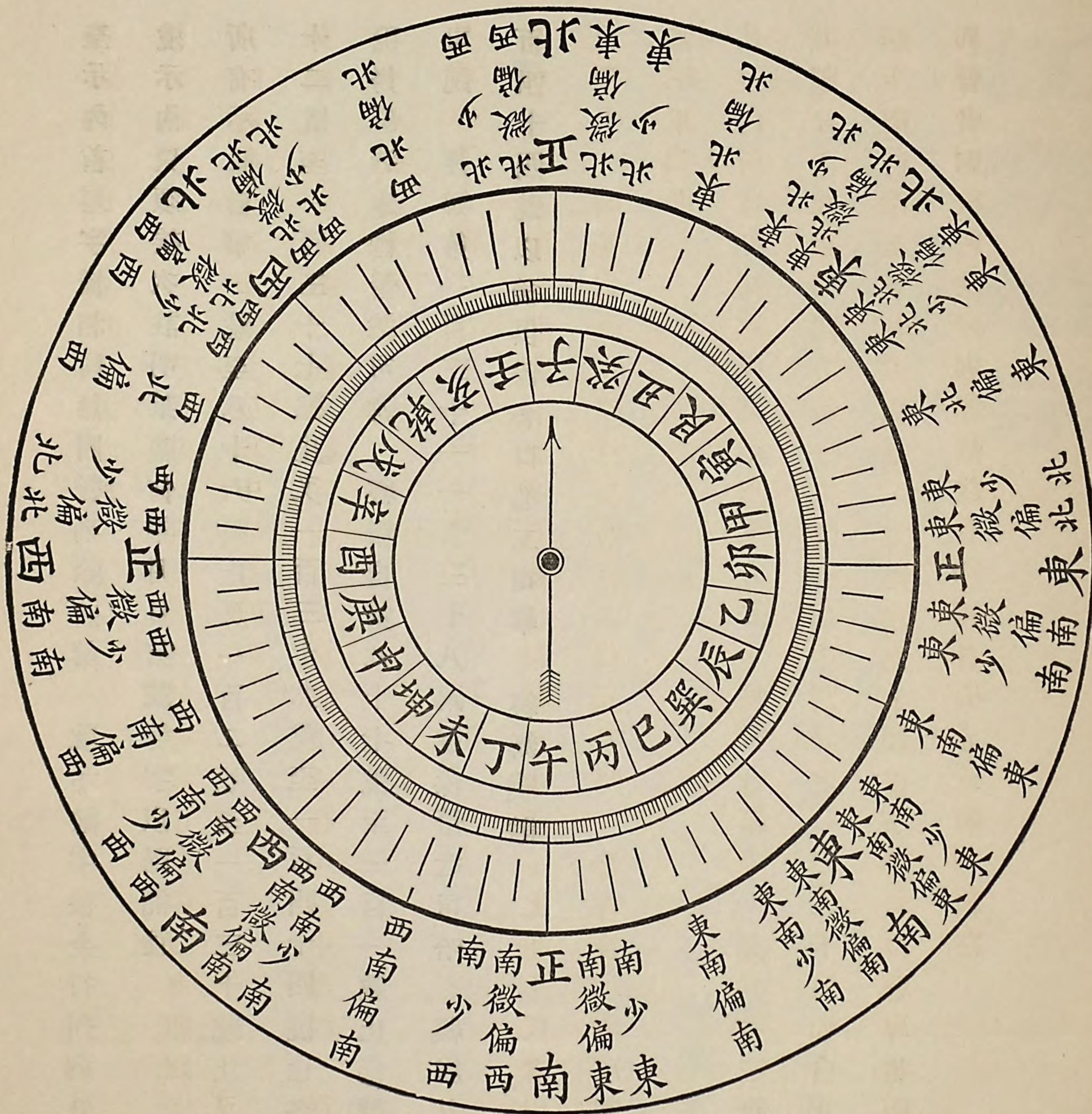
十一月

二十三日

第一號示

一查示內首尾字樣相同無庸贅列除將第一號示諭字樣全行刊列外其餘各號示內只須挨次註明某關何年月日第號等字以歸簡便

一所有示諭自第一號至八十六號止又一百二號至一百三十號止又一百三十二號至一百三十七號止又一百三十九號至一百四十四號止各等號係稅務營造處總營造司韓 經辦自第八十七號至一百一號止係署總營造司魏 經辦第一百三十一一百三十八兩號係營造司哈 經辦其自第一百四十四號以後俱係各口巡工司畢 經辦曉諭



一各鐘均自日落時點日出時息

一凡言緯度北者係自赤道起向北而計凡言經度中國中線者即以

京師觀象臺爲中線其英國中線者即以

英國格林伊治城之觀象臺爲中線是英國中線在中國中線西一百十六度二十八分四十八秒

一凡言浮下水深丈尺若干均以朔望潮落時計

一凡言丈尺之數按照英國通商章程第四款每中國一丈即十尺者以英國一百四十一因制爲準其路程里數每以英國海路一哩按示內所載約合中國三里爲準

一凡示內所言自某處視某處爲某方若干度數合羅盤一周共有三百六十度其劃分南北東西四方每一方即一周中四分之一爲九十度如自北至西自西至南自南至東各方位每一方皆爲九十度或有不計度數專指南北東西而言者則按西法分別詳註茲將羅經各項方位繪列於左

凡例

一凡言常明鐙者其鐙之光常定不變

一凡言常明放斂鐙者其鐙之光本常明亮而每若干秒鐙放大光一次所需分秒均由放大光至再放大光時計各於示內註明

一凡言漸明漸滅鐙者其鐙由暗生光漸至極明復由明漸暗至滅明滅循環其間所需分秒均由極明至再極明時計各於示內註明

一凡言乍明乍滅鐙者其鐙每若干秒明之驟暗暗復驟明循環其間所需分秒各於示內註明

一凡言凹鏡逼射鐙者係於鐙火之後置有金類所製凹面極光之鏡爲逼射鐙光遠照

一凡言透鏡者其鐙以三角體玻璃多塊聯集成罩爲助鐙光遠照

一鐙之分等以光而言光大照遠者爲頭等以次至六等

一凡言鐙火距水面之丈尺均以朔望潮落時計

一凡言鐙光晴照若干里者係以人立之處高於水面一丈三尺計算又光照之遠近應依鐙之等數置之高低核計然間有光力不足照至應得之里數者則按其鐙光實在照及之里數查明曉諭

以及各樣款式情形度勢悉由總營造司隨時頒示傳諭各口以便周知自西歷一千八百七十二年以前傳發示諭皆以英文字樣嗣於是年卽同治十年十一月二十三日以後復奉

總稅務司飭將行船示諭轉由造冊處繙譯印發漢英兩文以期中外各船便於詳悉而免舛訛從此輪楫往還旣安且吉因泚筆記之茲將歷年所譯各示排印成卷兼以所設之鐙浮樁各項名目一切情形詳列於後

光緒八年壬午十一月 通商海關造冊處譯印並識

海江警船示記

竊維通商各關未經開創以前中國各處海江水道頗多危險之處人皆視爲畏途如礁石暗沙沉船淺阻等患無地無之不勝枚舉溯自歷年以來先後勅立各處關口中外商船互相往來貿易日盛一日故於海江各道務宜悉心稽察刻意搜求以資保護前奉

總稅務司轉飭設立稅務營造處並派委總營造司一員會同各關稅務司辦理一切凡遇危險之處派員詳加探測隨時標記於是創建鐙塔鐙船鐙桿警船浮樁等項隨處相度形勢妥爲安置俾行船趨避以爲準則庶可化險爲夷誠爲幸事復將所創鐙浮樁各項並移修增撤等事

Notices to mariners, 1862 - 82

Shanghai 1883

4 Merc. 22 thf-5

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